

DRAFT
Initial Study/Mitigated Negative Declaration
for the proposed
Rincon Fire Station Replacement Project
San Diego County, California



Prepared by:
The California Department of Forestry and Fire Protection
The Lead Agency Pursuant to Section 21082.1 of the
California Environmental Quality Act

California Department of Forestry and Fire Protection
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December 18, 2017

Contents

DRAFT MITIGATED NEGATIVE DECLARATION	3
Attachment A.....	5
Introduction and Regulatory Context	7
Project Background and Environmental Setting.....	9
Conclusion of the Mitigated Negative Declaration	24
INITIAL STUDY/Environmental Checklist	29
Determination	30
ANALYSIS OF POTENTIAL ENVIRONMENTAL IMPACTS.....	31
Aesthetics.....	31
Agriculture and Forest Resources	33
Air Quality.....	35
Biological Resources	43
Discussion	48
Cultural Resources.....	50
Geology and Soils	58
Greenhouse Gas Emissions.....	64
Hazards and Hazardous Materials	67
Hydrology and Water Quality	74
Land Use and Planning	81
Mineral Resources	82
Noise	84
Population and Housing	88
Public Services	90
Recreation	93
Transportation/Traffic	94
Utilities and Service Systems	97
Mandatory Findings of Significance.....	100
List of Preparers	103
Bibliography.....	105

DRAFT MITIGATED NEGATIVE DECLARATION

Rincon Fire Station (FS) Replacement Project

Lead Agency: State of California Department of Forestry and Fire Protection (CAL FIRE)

Project Location: The project is located on a 2.77-acre site at 16971 State Route 76 (SR-76) on Assessor's Parcel Number 133-050-0900 in San Diego County.

Project Description: The Rincon Fire Station (FS) Replacement Project (Project) consists of the demolition of an existing Fire Station and the construction of a new Fire Station and related facilities on the same site. The structures to be demolished includes a barracks building (3,262 sf) with attached garage (913 sf), ancillary structures (a 216-sf gas house and pump house). The proposed replacement Fire Station consists of: 1) a 12-bed barracks/messhall building (3,934 sf), 2) a 2-engine 3-bay apparatus building (3,230 sf), 3) a generator/pump/storage building (648 sf) with an emergency generator and transfer switch, 4) a self-contained breathing apparatus building, 5) a hose wash rack with canopy and equipment building (1,008 sf), and 6) ancillary improvements including fuel tank and pad, a vehicle wash rack, underground utilities, a propane system, a new septic system and leach field, trash enclosure, water storage tank and underground utilities.

In addition to the improvements described, the project would include additional components as follows:

- Site improvements consisting of site grading, paving for road and parking areas, installation of retaining walls, curbs, gutters and sidewalks, storage and distribution systems, wastewater disposal systems, drainage systems and erosion control measures;
- New site lighting;
- New site landscaping and irrigation system;
- New perimeter gate and automatic access gate; and
- New CAL FIRE Station sign and platform.

Finding: Based on the information contained in the attached Initial Study, CAL FIRE finds that there would not be a significant effect to the environment because the mitigation measures would be incorporated as part of the proposed project.

Public Review Period: December 18, 2017 to January 19, 2018.

ATTACHMENTS

Attachment A

DEPARTMENT OF FORESTRY AND FIRE PROTECTION



Notice Date: December 18, 2017

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

Project Name: Rincon Fire Station Replacement

The State of California Department of Forestry and Fire Protection (CAL FIRE) is the Lead Agency for the proposed Rincon Fire Station (FS) Replacement Project (Project). In compliance with the California Environmental Quality Act (Public Resources Code § 21000 *et seq.*) and Department procedures, notification is hereby given to responsible and trustee agencies, interest groups and the general public, that the California Department of Forestry and Fire Protection proposes to adopt a Mitigated Negative Declaration for the project described below.

Project Location: The project is at 16971 State Route 76, in Pauma Valley, California, 92061, in San Diego County.

Project Description: The Rincon FS Project consists of the demolition of an existing Fire Station and the construction of a new Fire Station and related facilities on the same site. The structures to be demolished includes a barracks building (3,262 sf) with attached garage (913 sf), ancillary structures (a 216-sf gas house and pump house). The proposed replacement Fire Station consists of: 1) a 12-bed barracks/messhall building (3,934 sf), 2) a 2-engine, 3-bay apparatus building (3,230 sf), 3) a generator/pump/storage building (648 sf) with an emergency generator and transfer switch, 4) a self-contained breathing apparatus building, 5) a hose wash rack with canopy and equipment building (1,008 sf), and 6) ancillary improvements including fuel tank and pad, a vehicle wash rack, underground utilities, a propane system, a new septic system and leach field, trash enclosure, water storage tank and underground utilities.

In addition to the improvements described above, the project would include the following additional components:

- Site improvements consisting of site grading, paving for road and parking areas, installation of retaining walls, curbs, gutters and sidewalks, storage and distribution systems, wastewater disposal systems, drainage systems and erosion control measures;
- New site lighting;
- New site landscaping and irrigation system;
- New perimeter gate and automatic access gate; and

- New CAL FIRE Station sign and platform.

Public Review Period: The draft Mitigated Negative Declaration will undergo a 30-day public review period during which comments may be submitted. The review period begins on December 4, 2017 and ends on January 5, 2018. Written comments regarding the contents of the Mitigated Negative Declaration should be sent to:

Contact Person:

Christina Snow, Senior Environmental Planner
California Department of Forestry and Fire Protection
Technical Services Section
P.O. Box 944246
Sacramento, CA 94244-2460

Phone Number: (916) 324-1639

Written comments may also be sent via e-mail using the e-mail address provided below:

Email: sacramentopubliccomment@fire.ca.gov

A copy of the draft Mitigated Negative Declaration, Initial Study, and supporting documentation are available for review at the following locations:

1. CAL FIRE San Diego Unit Headquarters, 2249 Jamacha Road, El Cajon, California, 92019.
2. CAL FIRE Rincon Fire Station, 16971 State Route 76, in Pauma Valley, California, 92061.
3. CAL FIRE Technical Services, 1300 U Street, Sacramento, CA 95818.

The Notice of Intent is posted at the following locations:

1. CAL FIRE San Diego Unit Headquarters, 2249 Jamacha Road, El Cajon, California 92019.
2. CAL FIRE Rincon Fire Station, 16971 State Route 76, Pauma Valley, California 92061.
3. United States Post Office, 16160 State Route 76, Pauma Valley, California 92061.
4. Pauma Valley Community Services, 33129 Cole Grade Road, Pauma Valley, CA 92061.

The CEQA documents are also available on-line at:

http://www.fire.ca.gov/resource_mgt/resource_mgt_EPRP_PublicNotice.php.

INTRODUCTION AND REGULATORY CONTEXT

Stage of CEQA Document Development

- ☐ **Administrative Draft.** This California Environmental Quality Act (CEQA) document is in preparation by California Department of Forestry and Fire Protection (CAL FIRE) staff.
- ☒ **Public Document.** This completed CEQA document has been filed by CAL FIRE at the State Clearinghouse and is being circulated for a 30-day agency and public review period. The public review period begins December 4, 2017 and ends on January 5, 2018.
- ☐ **Final CEQA Document.** This Final CEQA document contains the changes made by the Department following consideration of comments received during the public and agency review period. The changes are displayed in strike-out text for deletions and underlined text for insertions. The CEQA administrative record supporting this document is on file, and available for review, at CAL FIRE's Sacramento Headquarters, Environmental Protection Program, which is located in the Natural Resources Building, 1416 Ninth Street, 15th Floor, Sacramento, California.

Introduction

This Initial Study/Mitigated Negative Declaration (IS/MND¹) describes the environmental impact analysis conducted for the proposed project. This document was prepared by CAL FIRE staff utilizing information gathered from a number of sources including research and field review of the proposed project area and consultation with environmental planners and other experts on staff at other public agencies. Pursuant to Section 21082.1 of the CEQA, the lead agency, CAL FIRE, has prepared, reviewed, and analyzed the IS/MND and declares that the statements made in this document reflect CAL FIRE's independent judgment as lead agency pursuant to CEQA. CAL FIRE further finds that the proposed project, which includes revised activities and mitigation measures designed to minimize environmental impacts, will not result in significant adverse effects on the environment.

Regulatory Guidance

This IS/MND has been prepared by CAL FIRE to evaluate potential environmental effects which could result following approval and implementation of the proposed project. This document has been prepared in accordance with current CEQA Statutes (Public Resources Code §21000 *et seq.*) and current CEQA Guidelines (California Code of Regulations [CCR] §15000 *et seq.*).

An initial study is prepared by a lead agency to determine if a project may have a significant effect on the environment (14 CCR § 15063[a]), and thus, to determine the appropriate environmental document. In accordance with CEQA Guidelines §15070, a "public agency shall prepare...a proposed negative declaration or mitigated negative declaration...when: (a) The initial study shows that there is no substantial evidence...that the project may have a significant impact upon the environment, or (b) The initial study identifies potentially significant effects but revisions to the project plans or proposal are agreed to by the applicant and such revisions will reduce potentially significant effects to a less-than-significant level." In this circumstance, the lead agency prepares

¹ A list and definition of the acronyms and symbols used in this CEQA document is presented on pages 113-116.

a written statement describing its reasons for concluding that the proposed project will not have a significant effect on the environment and, therefore, does not require the preparation of an environmental impact report (EIR). This IS/MND conforms to these requirements and to the content requirements of CEQA Guidelines Section 15071.

Purpose of the Initial Study

CAL FIRE has primary authority for carrying out the proposed project and is the lead agency under CEQA. The purpose of this IS/MND is to present to the public and reviewing agencies the environmental consequences of implementing the proposed project and describe the adjustments made to the project to avoid significant environmental effects or reduce them to a less-than-significant level. This disclosure document is being made available to the public, and reviewing agencies, for review and comment. The IS/MND is being circulated for public and agency review and comment for a review period of 30 days as indicated on the notice of intent to adopt a mitigated negative declaration (NOI).

The requirements for providing an NOI are found in CEQA Guidelines §15072. These guidelines require CAL FIRE to notify the general public by utilizing at least one of the following three procedures:

- Publication in a newspaper of general circulation in the area affected by the proposed project,
- Posting the NOI on and off site in the area where the project is to be located, or
- Direct mailing to the owners and occupants of property contiguous to the project.

CAL FIRE has elected to utilize the second notification option. The NOI was posted at four prominent locations on and off site in the area where the project is located for the entire 30-day public review period.

1. Notices were posted on the Rincon FS, at the MVU Headquarters office, the Pauma Valley Post Office, and at the Valley Center Branch Library.

A complete copy of this CEQA document was made available for review by any member of the public requesting to see it at the locations identified above. An electronic version of the NOI and the CEQA document were made available for review for the entire 30-day review period through their posting on CAL FIRE's Internet Web Pages at:

http://www.fire.ca.gov/resource_mgt/resource_mgt_EPRP_PublicNotice.php

If submitted prior to the close of public comment, views and comments are welcomed from reviewing agencies or any member of the public on how the proposed project may affect the environment. Written comments must be postmarked or submitted on or prior to the date the public review period will close (as indicated on the NOI) for CAL FIRE's consideration. Written comments may also be submitted via email (using the email address which appears below) but comments sent via email must also be received on or prior to the close of the 30-day public comment period. Comments should be addressed to:

Christina Snow, Senior Environmental Planner
California Department of Forestry and Fire Protection
Technical Services
P.O. Box 944246
Sacramento, CA 94244-2460
Phone: (916) 324-1639
Email: sacramentopubliccomment@fire.ca.gov

After comments are received from the public and reviewing agencies, CAL FIRE will consider those comments and may (1) adopt the mitigated negative declaration and approve the proposed project; (2) undertake additional environmental studies; or (3) abandon the project. If the project is approved and funded, CAL FIRE could design and construct all or part of the project.

PROJECT BACKGROUND AND ENVIRONMENTAL SETTING

Background and Need for the Project

The original Rincon Fire Station (FS) buildings were constructed in 1962 as a two-engine station on a 2.77-acre parcel (133-050-0900). The buildings currently onsite include barracks and mess hall, garage, fuel vault, 3-bay apparatus building and other site improvements including gravel areas and concrete, stone wall raised garden area and associated infrastructure improvements.

The initial area that Rincon FS lies in consists mainly of heavy brush that cover steep slopes in the area. The station serves several small remote communities and has served as the Amador contract station under Yuima Water District for over 30 years. The Rincon FS has primary wildland responsibility for approximately 49,000 acres including the Palomar State Park. The station provides fire, medical, rescue, and public service response to the community of Pauma Valley. The Rincon FS is considered vital to CAL FIRE's mission of protecting over 1.4 million acres of State Responsibility Area on local, state and federal and tribal lands in San Diego County. This geographic area is home to several recreational areas with heavy visitation from throughout the county.

The Rincon FS houses two engines with four person crews on each, resulting in a minimum of eight firefighters on duty each day during the eight-month peak staffing period, and four firefighters during the winter months. This facility responds to an average of 600 calls each year within the station's response area and over 200 additional calls outside of the local service area.

Since construction of the Rincon Fire Station several operational standards have changed, which renders the current structures inefficient and obsolete. Modern fire engines have become taller and wider to accommodate personnel safety and expanded responsibilities. These modern fire engines cannot fit into the existing apparatus bays. The existing structures onsite are too small and inefficient for modern firefighting crews, and the existing living quarters contain only one restroom with a crew of up to eight adults of different sexes. Design standards have also substantially changed since the station was constructed, and, although there have been regular maintenance improvements, the structures do not provide for a safe and healthy environment for the crew onsite. The structures can no longer accommodate the necessary equipment and staff to carry out CAL FIRE's mission.

Project Objectives

The new facility will support CAL FIRE's mission to serve and safeguard the people and protect the property and resources within the State Responsibility Areas of the San Diego Unit.

The following are the objectives of the proposed project:

- Replace the existing Rincon FS with a new, modern facility that meets operational requirements.
- To improve CAL FIRE's ability to meet peak demand emergency incident workload through the enhancement of the statewide fire protection system.

Project Description

The Rincon FS Project consists of the demolition of an existing Fire Station and the construction of a new Fire Station and related facilities on the same site. The structures to be demolished include a barracks building (3,262 sf) with attached garage (913 sf), ancillary structures (a 216-sf gas house and a pump house). The proposed replacement Fire Station consists of: 1) a 12-bed barracks/messhall building (3,934 sf), 2) a 2-engine, 3-bay apparatus building (3,230 sf), 3) a generator/pump/storage building (648 sf) with an emergency generator and transfer switch, 4) a self-contained breathing apparatus building, 5) a hose wash rack with canopy and equipment building (1,008 sf), and 6) ancillary improvements including fuel tank and pad, a vehicle wash rack, underground utilities, a propane system, a new septic system and leach field, trash enclosure, water storage tank, and underground utilities.

In addition to the improvements described above, the project would include the following additional components:

- Site improvements consisting of site grading, paving for road and parking areas, installation of retaining walls, curbs, gutters and sidewalks, storage and distribution systems, wastewater disposal systems, drainage systems and erosion control measures;
- New site lighting;
- New site landscaping and irrigation system;
- New perimeter gate and automatic access gate; and
- New CAL FIRE Station sign and platform.

Project Region and Description of Local Environment

The County of San Diego is located in the southwestern corner of California and is comprised of approximately 2.9 million acres. The county includes 18 incorporated cities and the remainder of the county is unincorporated (approximately 2.3 million acres). The county is bordered by Riverside and Orange Counties to the north; Imperial County to the east; the Country of Mexico to the south; and eighteen incorporated jurisdictions and the Pacific Ocean to the west.

The county has a varied topography, semi-arid (Mediterranean) and arid (desert) climates, and geology make it a biologically diverse region. Three distinctive geographic regions exist, from west to east and include, the low-lying Coastal Plain, the mountainous Peninsular Range, and the desert Salton (Imperial) Basin.

The project site is located within the San Luis Rey watershed in the northern portion of San Diego County at 16971 State Route 76 (SR-76) in Pauma Valley, California. The station is adjacent to the rural unincorporated community of Rincon (**Figure 1. Project Vicinity**). This area is part of the Pala-Pauma Valley Subregion which consists of approximately 73,700 acres and is comprised of the small rural communities of Pala, Pauma Valley, and Rincon Springs. The Subregion is bordered by Riverside County to the north, the Rainbow Fallbrook, and Community Plan Area's (CPAs) to the west, the Valley Center CPA and the NC Metro Subregion to the south, and the North Mountain Subregion to the east.

Approximately 20,900 acres within this Subregion are under the tribal ownership of the Pala, Pauma, Yuima, Rincon and La Jolla Indian Tribes. Several of these reservations include large casino and resort developments, including the Pala, La Jolla, and Rincon Reservations. The Rincon Indian Reservation is located approximately 0.3 miles to the south and the Pauma Indian Reservation is approximately 0.3 miles to the southwest.

Most of the area is undeveloped, designated as parkland, or used in agricultural production. Agricultural uses surround the project site. Scattered rural residential uses are located beyond the agricultural lands that border the project site. Although the project area (Pauma Valley) is relatively flat, it is bounded on all sides by highly constrained steep slopes. The San Luis Rey River provides a corridor for a wide variety of natural habitats and their associated wildlife species as it traverses through central Pauma Valley.

The project is located on a 2.77-acre site on Assessor's Parcel Number 133-050-0900. The project site is designated as Public Agency Lands and Semi-Rural Residential in the San Diego General Plan while adjacent properties to the east, south, and west are all designated as either Semi-Rural Residential, Rural Lands or Rural Commercial. Zoning for the project site and the surrounding parcels are Rural Residential. The parcel sizes surrounding the project site range in size from 2 to 41 acres. The existing topography of the site is relatively flat with most of it developed with structures and appurtenances as well as a paved area, gravel driveway, graveled area and vegetation (grass and Ice Plant). Scattered oaks, pines, and palm trees exist within the parcel and along the perimeter.

Figure 1: Project Vicinity Map



Figure 2: Project Location Map

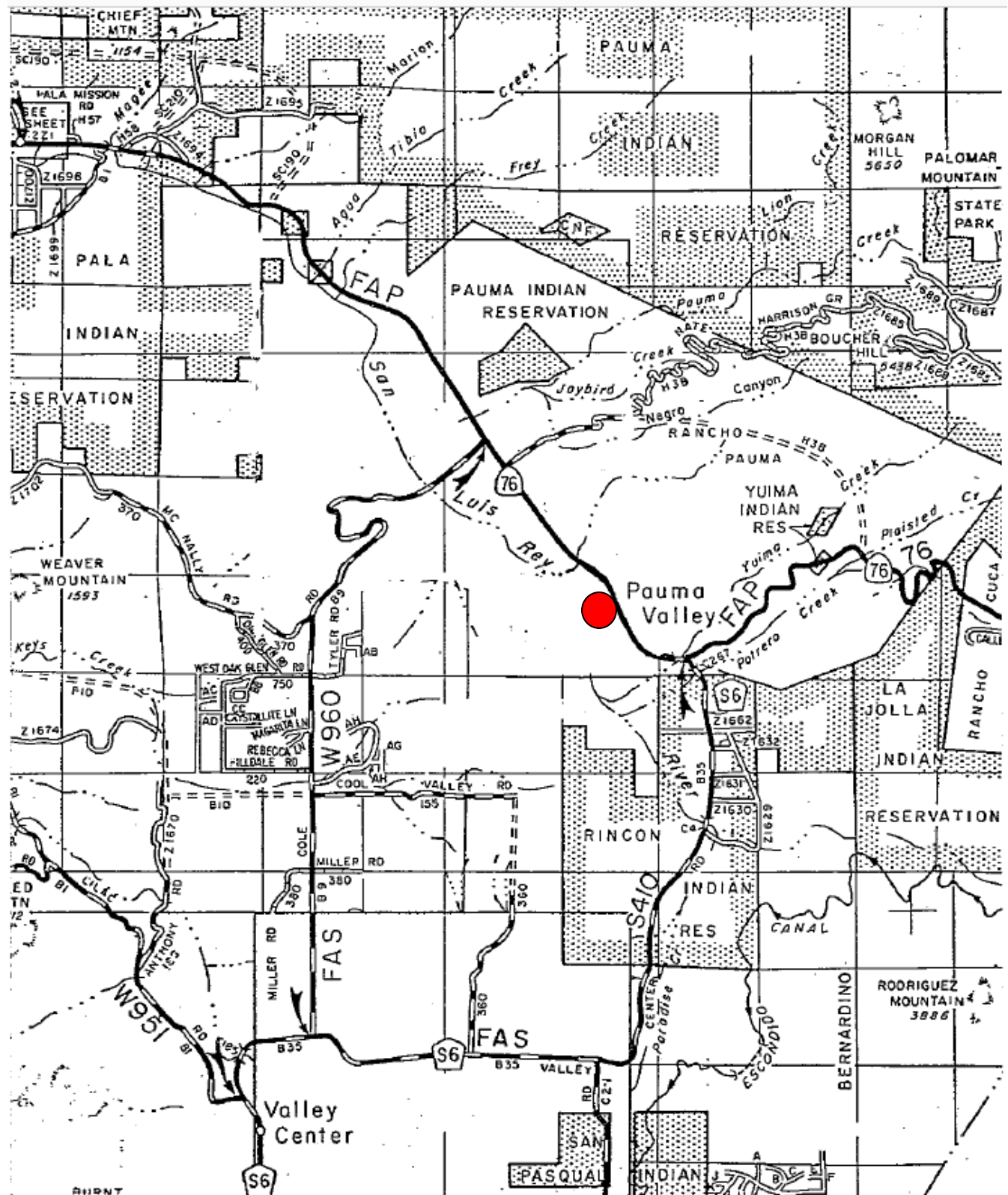


Figure 3: Soquel FS Building (Barracks and Messhall)



Figure 4: Apparatus Building



Figure 5: Fuel Vault Building



Figure 6: Stone Wall and Raised Garden Area



Figure 7: Stone Archway to Raised Garden



Figure 8: Large Oak Tree (Northwest portion of property)



Figure 9: Oak Trees Along the Northern Property Line



Figure 10: Driveway and Pine Trees Along the Southern Property Line



Figure 11: Rock and Palm Trees Along Driveway on Eastern Boundary



Figure 12: Rock Wall Along the Southwest Property Boundary



Figure 13: Backside of Barracks/Messhall Building



Figure 14: View to the West on State Route 76



Figure 15: View to the East on State Route 76



Figure 16: View to the North Directly Across State Route from the Rincon FS



Figure 17: Existing Site Plan

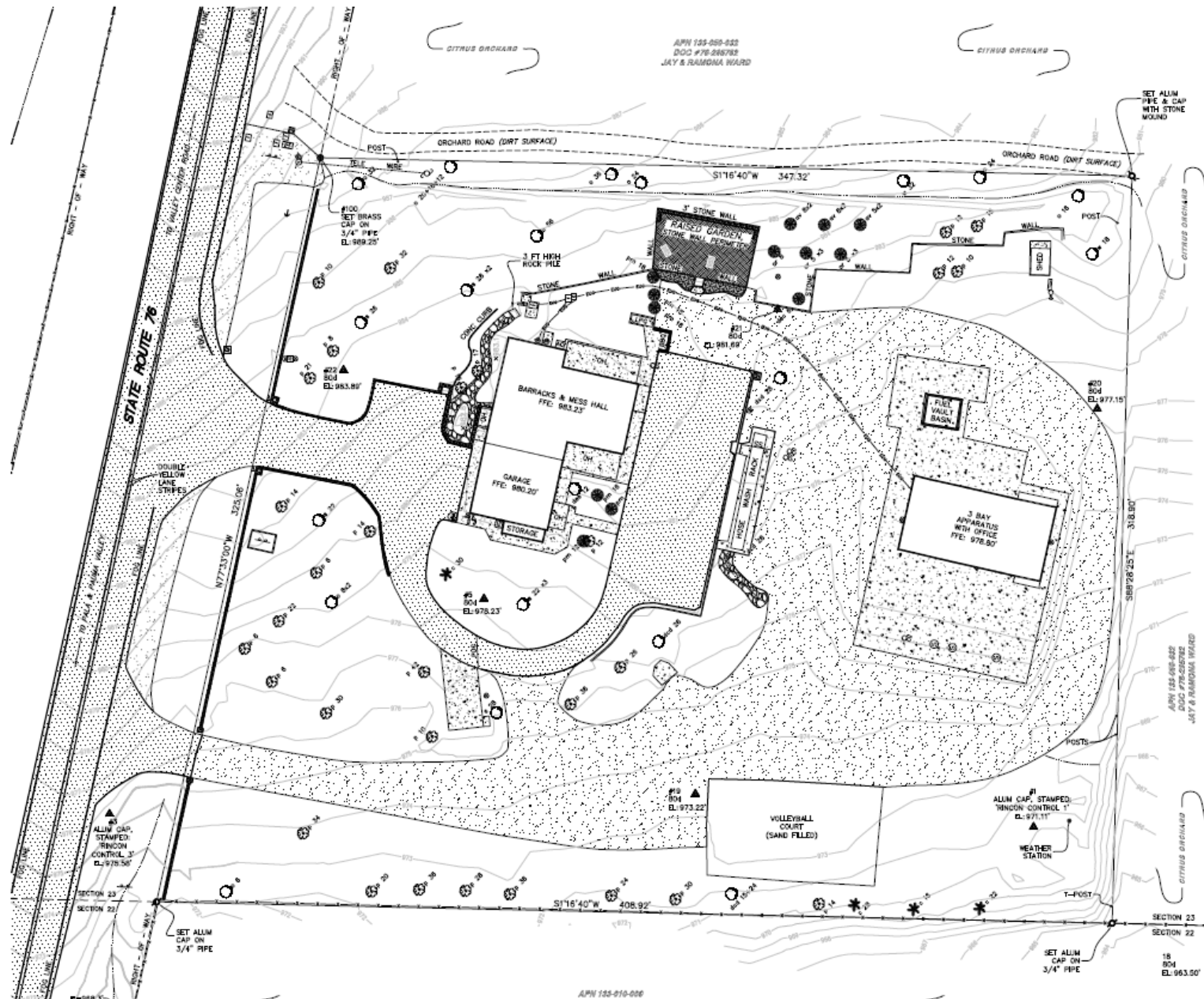
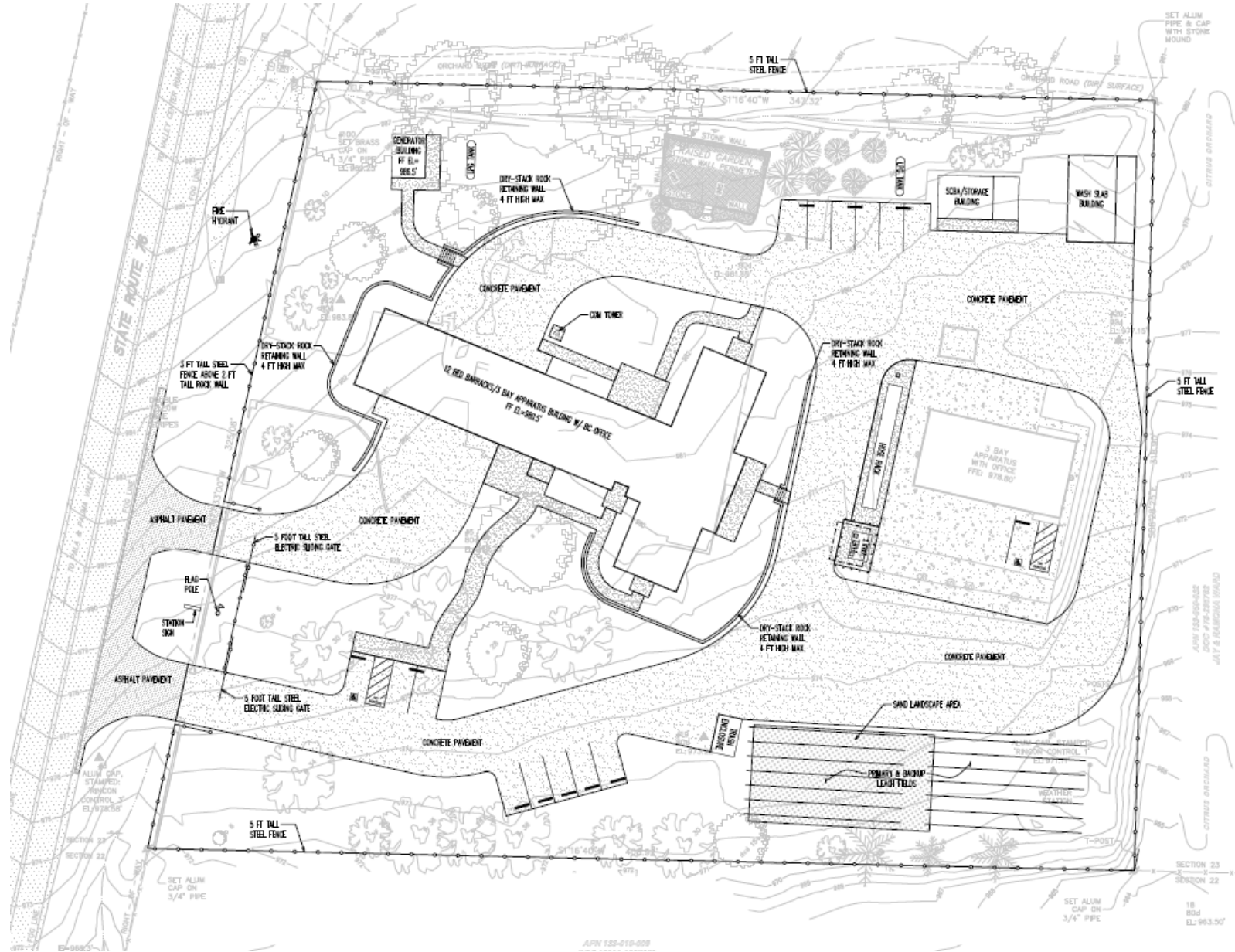


Figure 18: Proposed Site Plan



CONCLUSION OF THE MITIGATED NEGATIVE DECLARATION

Regulatory Requirements, Permits and Approvals

The proposed Project may require the following environmental permits and CAL FIRE may be required to comply with the following state regulations:

1. Road Encroachment Permit from Department of Transportation (Caltrans). The project will require road work along the driveway and will obtain the proper encroachment permit from Caltrans.
2. National Pollutant Discharge Elimination System Permit (NPDES) – issued by the State Water Resources Control Board (SWRCB).
3. Storm Water Construction General Permit (including the development and implementation of a Storm Water Pollution Prevention Plan – issued by the SWRCB.
4. Authority to Construct permit and Permit to Operate (for the generator and fuel tanks) – issued by the San Diego Air Pollution Control District (SDAPCD).
5. State Fire Marshal Review Approval.
6. State Architect Approval for Americans with Disabilities Act (ADA) and structural review by the Department of the State Architect (DSA).
7. Storm Water Pollution Control Plan (SWPCP) – reviewed by San Diego County Department of Public Works.
8. San Diego APCD – Asbestos NESHAP Notification; written notification for Rule 10, 10.1, 50.1, and 54.1, ten days prior to demolition for asbestos notification.
9. San Diego APCD – Air District Rule 52, Building Removals: to limit particulate matter when demolishing buildings.
10. San Diego Air Pollution Control District – Air District Rule 50, Visible Emissions: to manage dust during construction; and
11. San Diego Air Pollution Control District – Air District Rule 55, Fugitive Dust Control: to manage dust during construction.

Mitigation Measures

The following 13 mitigation measures will be implemented by CAL FIRE to avoid or minimize environmental impacts. Implementation of these mitigation measures will reduce the environmental impacts of the proposed project to a less than significant level.

Mitigation Measure AQ-1 Fugitive Dust Control:

- Construction or demolition activity shall not create dust emissions beyond the property line for a period or periods for more than three minutes in any one hour period through implementation of watering active construction sites at least twice daily or as needed.
- Excavated materials shall be wetted with water and covered until proper disposal is completed.
- Visible roadway dust as a result of active operations, spillage from transport trucks, erosion, or track-out/carry-out shall:
 - a) Be minimized using any of the following or equally effective methods: track-out/carry-out grates or gravel beds at each egress point, wheel-washing at each egress during muddy conditions, soil binders, chemical soil stabilizers, geotextiles, mulching, or seeding; and for outbound transport trucks: using secured tarps or cargo covering, watering, or treating of transported material; and
 - b) Be removed at the conclusion of each work day when active operations cease, or every 24 hours for continuous operations. If a street sweeper is used to remove any track-out/carry-out, only PM10-efficient street sweepers certified to meet the most current South Coast Air Quality Management District (SCAQMD) Rule 1186 requirements shall be used. The use of blowers for removal of track-out/carry-out is prohibited under any circumstances.

Mitigation Measure BIO-1 Nesting Bird Surveys:

1. A pre-construction nesting bird survey of suitable habitat for nests associated with protected species on the project site shall be conducted within 7 days prior to the commencement of construction during the nesting season (February 1 through August 31). Pre-construction nesting surveys are not required for construction activities outside of the nesting season (September 1 through January 31).
2. If existing nest is found to be occupied or if additional nests are found, a no-disturbance buffer around the nest shall be established. The buffer distance shall be established by a qualified biologist (or forester) in accordance with CDFW recommendations. The buffer shall be maintained until the fledglings are capable of flight and become independent of the nest tree, as determined by a qualified biologist (or forester). Once construction activities commence, nests will be monitored by a qualified biologist (or forester) to detect any behavioral changes resulting from construction activities. If behavioral changes are observed that may result in adverse effects to the success of breeding, the work causing the change shall cease and consultation with CDFW shall be initiated to identify potential avoidance and minimization measures.

Mitigation Measure CR-1 Ground Disturbance Monitoring:

Prior to commencing ground-disturbing activities, the contractor doing the work and/or project director supervising such work shall notify a CAL FIRE archaeologist. The CAL FIRE archaeologist shall contact the Luiseno (or Rincon) tribal representative.

The CAL FIRE archaeologist and tribal representative shall be present on site to monitor the soil disturbance and subsurface excavation activities.

Mitigation Measure CR-2 Accidental Discovery:

In the event of discovery of cultural or paleontological resources, work shall cease in that area while the CAL FIRE archeologist and tribal representative evaluate said find. Construction work may continue in other areas of the project, as determined by the CAL FIRE archaeologist, until the discovery is examined and evaluated. Unanticipated discoveries of cultural resources shall include: (1) appropriate documentation (site record(s)) and (2) re-burying on site in a location where the cultural resources will not be disturbed in the future. Paleontological resources shall be treated as prescribed by the CAL FIRE archaeologist. The CAL FIRE archeologist shall notify the project director when work can continue in the area of the discovery.

Mitigation Measure CR-3 Human Remains:

In the event of discovery of human remains, whether intact, fragmentary, or displaced from their original context, the County Coroner and the Native American Heritage Commission, West Sacramento (916-653-4082), shall be notified of the discovery immediately, and all work in the vicinity of the find shall cease, as determined by the CAL FIRE archaeologist, and there shall be no further excavation or disturbance of the find site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of that county in which the remains are discovered has determined whether the remains are those of a Native American. If the remains are determined to be Native American, the coroner must contact the California Native American Heritage Commission. Public Resources Code Section §5097.98 specifies the procedures to be followed in the event of discovery of human remains on non-federal land. The disposition of Native American burials is within the jurisdiction of the Native American Heritage Commission. Upon request, the Native American Heritage Commission will provide the project director with a list of most likely descendants, who will specify treatment and disposition of any Native American remains found within the area of potential effect of the project. Final disposition of the human remains is subject to approval of the landowner. Human remains and associated grave goods are protected under Public Resources Code § 5097.94 and Health and Safety Code § 7050.5.

Mitigation Measure GEO-1 Unstable Soils:

The proposed Rincon FS Project shall incorporate the recommendations discussed in *Geotechnical Investigation – Rincon Fire Station* as a part of Project implementation.

Mitigation Measure HAZ-1 Notification to the San Diego Air Pollution Control District:

CAL FIRE shall submit a NOTIFICATION OF ASBESTOS RENOVATION OR DEMOLITION OPERATIONS form to the San Diego Air Pollution Control District at least 30 days prior to demolition activities.

Mitigation Measure HAZ-2 Asbestos Demolition Requirements:

Demolition activities shall be performed under the direction of an Independent State Certified Asbestos Consultant with oversight performed by a State Certified Site Surveillance Technician. All materials shall be disposed of at an approved facility licensed to handle such waste.

Mitigation Measure HAZ-3 Lead-Containing Paint (LCP):

Contractors removing deteriorated LCP shall use personnel who have lead-related construction certification as supervisors or workers, as appropriate, from the California Department of Public Health for LCP removal work. Contractors shall inform the landfill of the contractor's intent to dispose of hazardous waste.

Mitigation Measure HAZ-3 Notification to Contractors and Building Occupants:

In accordance with the Office of Safety and Health Administration (OSHA) Construction Asbestos Standards, CAL FIRE shall notify the following persons of the presence, location and quantity of asbestos or material presumed to contain asbestos at any concentration, at the work sites in their buildings and facilities:

1. Prospective contractors applying or bidding for work whose employees reasonably can be expected to work in or adjacent to areas containing such material;
2. Employees who will work in or adjacent to areas containing such material;
3. All employers of employees who will be performing work within or adjacent to areas containing such materials; and
4. CAL FIRE staff who occupy areas containing such material or will be overseeing work conducted onsite.

Mitigation Measure HAZ-4 OSHA Pre-job Notification:

In accordance with California Code of Regulations Title 8, Section 1532.1(e), the contractor shall provide a written Pre-job Notification to the nearest Cal/OSHA office within 24 hours of the start of work.

Mitigation Measure HAZ-5 Universal Waste:

In accordance with California's Universal Waste Rule (CCR, Title 22, Division 4.5, Chapter 23) and DTSC, the following shall be implemented:

1. Fluorescent light tubes shall be removed and managed for recycling.
2. Light ballasts that are unlabeled, or lacking a "No PCBs" designation on their labels, shall be removed from the light fixtures and managed as a hazardous waste.
3. Fuels and other highly flammable materials (solvents, paints, etc.) shall be stored in approved combustible storage cabinets.
4. Storage drums shall be stored on secondary (spill) containment pallets with spill kits (e.g. absorbent, berms, wipes, etc.) readily accessible in drum and fuel storage areas.
5. Removal of universal wastes or suspect hazardous materials from the project site for recycling or disposal shall be conducted by contractors licensed to handle, transport, and/or dispose of universal wastes and hazardous wastes.

Summary of Findings

This IS/MND has been prepared to assess the project's potential effects on the environment and an appraisal of the significance of those effects. Based on this IS/MND, it has been determined that the proposed project will not have any significant effects on the environment after implementation of mitigation measures. This conclusion is supported by the following findings:

1. The proposed project will have no effect related to Agriculture and Forestry Resources, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, and Recreation.
2. The proposed project will have a less than significant impact on Aesthetics, Greenhouse Gas Emissions, Hydrology and Water Quality, Noise, Traffic and Transportation and Utilities and Service Systems.
3. Mitigation is required to reduce potentially significant impacts related to Air Quality, Biological Resources, Cultural Resources, Geology and Soils, and Hazards and Hazardous Materials.

The initial study-environmental checklist included in this document discusses the results of resource-specific environmental impact analyses, which were conducted by the Department. This initial study revealed that potentially significant environmental effects could result from the proposed project; however, CAL FIRE revised its project plans and has developed mitigation measures that will eliminate impacts or reduce environmental impacts to a less than significant level. CAL FIRE has found, in consideration of the entire record, that there is no substantial evidence that the proposed project, as currently revised and mitigated, would result in a significant effect upon the environment. The IS/MND is therefore the appropriate document for CEQA compliance.

INITIAL STUDY/ENVIRONMENTAL CHECKLIST

PROJECT INFORMATION					
1. Project Title:	Rincon Fire Station Replacement Project				
2. Lead Agency Name and Address:	California Department of Forestry and Fire Protection P.O. 944246 Sacramento, CA 94244-2460				
3. Contact Person and Phone Number:	Christina Snow 916-324-1639				
4. Project Location:	16971 State Route 76, Pauma Valley, CA 92061				
5. Project Sponsor's Name and Address:	N/A (CAL FIRE is project sponsor and lead agency)				
6. General Plan Designation:	Public Agency Lands/Semi-Rural				
7. Zoning:	Rural Residential				
8. Description of Project: See Page 11 of this document					
9. Surrounding Land Uses and Setting:	Agricultural				
10: Other public agencies whose approval may be required:	See page (s) 25 of this document				
ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:					
<p>The environmental factors checked below are the ones which would potentially be affected by this proposed project and were more rigorously analyzed than the factors which were not checked. The results of this analysis are presented in the detailed Environmental Checklist which follows.</p>					
<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forestry Resources	<input checked="" type="checkbox"/>	Air Quality
<input checked="" type="checkbox"/>	Biological Resources	<input checked="" type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Geology / Soils
<input type="checkbox"/>	Greenhouse Gas Emissions	<input checked="" type="checkbox"/>	Hazards & Hazardous Materials	<input type="checkbox"/>	Hydrology / Water Quality
<input type="checkbox"/>	Land Use / Planning	<input type="checkbox"/>	Mineral Resources	<input type="checkbox"/>	Noise
<input type="checkbox"/>	Population / Housing	<input type="checkbox"/>	Public Services	<input type="checkbox"/>	Recreation
<input checked="" type="checkbox"/>	Transportation / Traffic	<input type="checkbox"/>	Utilities / Service Systems	<input type="checkbox"/>	Mandatory Findings of Significance

DETERMINATION

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION would be prepared.
- ☒ I find that although the proposed project COULD have a significant effect on the environment, there WOULD NOT be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION would be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Helge Eng
Deputy Director, Resource Management
California Department of Forestry and Fire Protection

12/18/17
Date

ANALYSIS OF POTENTIAL ENVIRONMENTAL IMPACTS

AESTHETICS

Environmental Setting

The project site is located within Pauma Valley along State Route 76 (SR-76) near the unincorporated community of Rincon. The area is agricultural in nature and is bounded by steep slopes to the northeast from the Palomar Mountain range that rises to over 6,100 feet above sea level. The Palomar Mountain foothills extend to the south and west providing mountain views from the valley floor where the Rincon FS is located (see Figures 14-16).

Due to its relatively remote location and rugged topography, much of the area is undeveloped parkland, or in agricultural production. The area surrounding the project site consists of orchards, vineyards and nurseries (predominately citrus and avocado), which contributes to the agricultural character and is considered a visual resource. Most of the area is rural in nature with some commercial land uses along SR-76. Several Native American Indian reservations are located in the area including Pala, Pauma/Yuima, Rincon, and La Jolla. Although there are multiple casinos, there are also areas of open space that are considered scenic resources.

The Palamor Mountain and the San Luis Rey River have been identified as important visual resources in the region because of the large areas of riparian woodland vegetation and large growth mixed chaparral vegetation on the mountain slopes. Oak woodlands along with a rocky gorge along the river contribute to the visual quality of the area. The San Luis Rey River flows along the foot of the Palomar Mountain range and then follows SR-76 until it leaves the canyon and winds through agricultural and tribal lands in Pauma Valley eventually emptying into the Pacific Ocean north of Oceanside in San Diego county.

Discussion

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is currently developed with an active Fire Station and ancillary structures. The new Rincon FS would be constructed on the same site and would not directly impact any public scenic resources or scenic vistas obstruct the views of these visual resources. No impact would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Caltrans has designated certain highways throughout California as state scenic highways. In addition, Caltrans also identifies those highways that are eligible for state scenic designation throughout the state. SR-76 in San Diego County is considered eligible for designation and although it has not been officially designated, the highway does provide for views along the valley's agricultural uses and the surrounding mountain range.

The construction of the new Rincon FS would not significantly change the visual character of the project site as it is currently developed with an active station and the project would not alter the surrounding agricultural character or mountain views. Impacts are less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project consists of the replacement of an existing Fire Station and associated accessory structures. The proposed project would construct similar structures that are on the project site now. Features that would be new include a new five-foot perimeter steel fence (rod iron) with a two-foot rock and three-foot steel fence combination along the front perimeter. Within the front portion of the project site some small rock retaining walls would be constructed (maximum of four feet) and a new station sign would also be installed.

The new Rincon FS and project components would use natural colors and features to blend into the surrounding environment. Although some trees would be removed as a result of the proposed project, the new station would not substantially degrade the visual character or quality of the site and its surroundings. The project would a less than significant impact.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

As indicated in the environmental setting above, the site is developed with a Fire Station and accessory structures which have nighttime lighting. Replacement of the new buildings will not create an adverse impact on day views in the area. The new facilities onsite will have nighttime lighting installed that will not be substantially different than current conditions. No residential uses are near the project site. The parking area will likely require some additional lighting. However, the additional lighting will adhere to Title 24, Building Energy Efficiency Standards for Residential and Nonresidential Buildings (Part 6) exterior lighting requirements which include:

- 1) All outdoor luminaries will follow the Backlight, Uplight and Glare requirements. In addition, all lighting areas luminaires (parking lot) will be provided with a full cut off house side shield.
- 2) All outdoor luminaries with bottoms less than 24 feet above finished grade will be controlled by a motion sensor so when the area is unoccupied there is a 40%-80% power reduction and will be equipped with auto functionality.

Project impacts with regards to lighting or glare would be less than significant.

AGRICULTURE AND FOREST RESOURCES

Environmental Setting

The project site is designated as Semi-Rural Residential, 1 dwelling unit per 10 or 20 gross acres (SR-10)/Public Agency Lands (San Diego County General Plan, August 2011) and zoned Rural Residential (RR). The project site consists of 2.77 acres, and the proposed project would be built within the property boundaries. The project site is not designated as agricultural and has never been used for agricultural purposes.

Surrounding properties to the east, south and across the highway to the north are designated Semi-Rural Residential and zoned RR. The property directly to the west is designated Rural Lands, 1 dwelling unit per 40 gross acres (RL-40) and zoned RR. The surrounding parcels range from 2 to 41 acres in size and are developed with of orchards, vineyards and nurseries.

a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The California Farmland Mapping and Monitoring Program, San Diego County Important Farmland 2014 map designated the project site as Unique Farmland. Unique Farmland is land of lesser quality soils used to produce the State's leading agricultural crops. This land is usually irrigated, but may include non-irrigated orchards or vineyards as found in some climatic zones in California. As indicated previously, the surrounding parcels are currently developed with orchards, vineyards and other row crops and are also designated as Unique Farmland. Although the project site has been mapped as Unique Farmland, it has been used as an active FS since 1962 and provides necessary fire protection for the surrounding area.

The reconstruction of Rincon FS would not convert any new Unique Farmland to non-agricultural use. Although the new buildings would have a minimum useful life of 50 years and would preclude any future agricultural uses, the site has not been used for agricultural purposes for many years. Impacts are less than significant.

b) Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Although the site is not zoned as an agricultural zone, the RR zoning does allow for agricultural uses. However, fire protection services are a permitted use in this zoning district and the property not under a Williamson Act contract. No impact would occur.

c) Would the project conflict with existing zoning for, or cause rezoning of forest land (as defined in Public Resources Code §12220(g)), timberland (as defined by Public Resources Code §4526), or timberland zoned Timberland Production (as defined by Government Code §51104(g))?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As described, the project is zoned RR and is not zoned as timberland. The site does not contain timberland resources and is not capable of timberland production. No impact would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As indicated in the environmental setting above, the site is developed with an active Fire Station. The site does not contain forest land and the project would not result in the conversion of such land. No impact would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Would the project involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site does not contain farmland or forest land and the proposed project would not result in the conversion of such lands. The parcels surrounding the site are developed as agricultural uses and would continue to be agriculturally active. The proposed project would replace an existing use that has been onsite for over 50 years and would not impact those activities. No impact would occur.

AIR QUALITY

Environmental Setting

The proposed Rincon FS Project is within the San Diego County Air Basin. The San Diego County Air Basin covers approximately 4,526 square miles, which encompasses all of San Diego County, includes about eight percent of the state's population, and produces about seven percent of the state's criteria pollutant emissions. Air quality in San Diego County Air Basin is impacted not only by local emissions, but also by pollutants transported from other areas, in particular ozone and ozone precursor emissions transported from the South Coast Air Basin and the Republic of Mexico.

The three major sources of air pollutant emissions in the San Diego County Air Basin include industrial plants, motor vehicles, and construction activities. Industrial plants account for significant portions of the regional gaseous and particulate emissions. Motor vehicles, including those from large employers, generate substantial regional gaseous and particulate emissions. Finally, construction activities can generate significant temporary gaseous and particulate emissions (dust, ash, smoke, etc.). All three of the major pollutant sources affect ambient air quality throughout the air basin.

The San Diego County Air Pollution Control District (APCD) and the Air Resources Board (ARB) maintain numerous air quality monitoring sites throughout teach County in the air basin to measure ozone, PM2.5, and PM10. It is important to note that the federal ozone 1-hour standard was revoked by the Environmental Protection Agency (EPA) and is no longer applicable for federal standards. The closest monitoring station to the proposed project is located at Escondido's E Valley Parkway Monitoring Station. The station monitors particulates, ozone, carbon monoxide and nitrogen dioxide. Monitoring data for the past three years is summarized in Table 1.

Table 2 identifies the San Diego County's attainment status. As indicated, the San Diego County Air Basin in nonattainment for Ozone (1 hour and 8 hour) and PM. In accordance with the Federal Clean Air Act , EPA uses the design value at the time of standard promulgation to assign nonattainment areas to one of several classes that reflect the severity of the nonattainment problem; classifications range from marginal nonattainment to extreme nonattainment. The FCAA contains provisions for changing the classifications using factors such as clean air progress rates and requests from States to move areas to a higher classification.

The (federal) 1-hour ozone standard was revoked on June 6, 2005. However, many of the requirements in the 1-hour attainment plan continue to apply to the San Diego County Air Basin. The current ozone plan is the (federal) 8-hour ozone plan adopted in 2007. The San Diego County Air Basin was reclassified from a "marginal" nonattainment area for the 8-hour ozone standard to "moderate" effective June 3, 2016.

Table 1. Maximum Pollutant Levels at Escondido's E Valley Parkway Monitoring Station

Pollutant	Time Averaging	2013	2014	2015	Standards	
		Maximums	Maximums	Maximums	National	State
Ozone (O ₃)	1 hour	0.084 ppm	0.099 ppm	0.079 ppm	-	0.09 ppm
Ozone (O ₃)	8 hour	0.074 ppm	0.079 ppm	0.071 ppm	0.070 ppm	0.070 ppm
Carbon Monoxide (CO) ^a	8 hour	-	-	-	9.0 ppm	9.0 ppm
Nitrogen Dioxide (NO ₂)	1 hour	61.0 ppb	63.0 ppb	48.0 ppb	100 ppb	0.18 ppm
Nitrogen Dioxide (NO ₂)	Annual Average	0.013 ppm	0.011 ppm	*	0.053 ppm	0.030 ppm
Particulates (PM ₁₀)	24 hour	82 µg/m ³	44 µg/m ³	31 µg/m ³	150 µg/m ³	50 µg/m ³
Source: California Air Resources Board Air Pollution Summaries						
a: Data not available						
* Insufficient data available to determine the value.						

Table 2. San Diego County Attainment Status

Pollutant	Designation/Classification	
	Federal Standards	State Standards
Ozone – 1 Hour	Revoked in 2005	Non-attainment/Serious
Ozone – 8 Hour	Non-attainment/Moderate ^a	Non-attainment
PM10	Unclassified	Non-attainment
PM2.5	Unclassified/Attainment	Non-attainment
Carbon Monoxide	Unclassified/Attainment	Attainment
Nitrogen Dioxide	Unclassified/Attainment	Attainment
Sulfur Dioxide	Attainment	Attainment
Lead (Particulate)	Unclassified/Attainment	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Sulfates	No Federal Standard	Attainment
Visibility Reducing Particles	No Federal Standard	Unclassified

Source: CARB Website, 2017

- a. EPA approved County reclassification to moderate nonattainment in the Federal Register on May 4, 2016 (effective June 3, 2016).

Notes:

National Designation Categories

Non-Attainment Area: Any area that does not meet (or that contributes to ambient air quality in a nearby area that does not meet) the national primary or secondary ambient air quality standard for the pollutant.

Unclassified/Attainment Area: Any area that cannot be classified on the basis of available information as meeting or not meeting the national primary or secondary ambient air quality standard for the pollutant or meets the national primary or secondary ambient air quality standard for the pollutant.

State Designation Categories

Unclassified: A pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.

Attainment: A pollutant is designated attainment if the State standard for that pollutant was not violated at any site in the area during a three-year period.

Non-Attainment: A pollutant is designated non-attainment if there was at least one violation of a State standard for that pollutant in the area.

Non-Attainment/Transitional: A subcategory of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for the pollutant.

Methodology

The impact assessment for air quality focuses on potential effects of the Rincon FS Project might have on air quality within the San Diego County region. The San Diego County APCD has established thresholds of significance for determining environmental significance. These thresholds separate the project's short-term emissions from its long-term emissions. The short-term emissions are mainly related to the construction phase of the project, which are recognized to be short in duration. The long-term emissions are primarily related to the activities that will occur indefinitely as a result of project operations. Construction and operational emission impacts were evaluated pursuant to CEQA and the San Diego APCD significance criteria.

Significance Thresholds

According to CEQA, a project will normally have a significant adverse impact on air quality if it will “violate any ambient air quality standard, conflict with or obstruct implementation of an applicable air quality plan, result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment, create substantial objectionable odors, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations.”

For regional pollutants such as ozone, PM₁₀, sulfur dioxide, or nitrogen dioxide, the impact of new development cannot be predicted in terms of concentrations, but is addressed in terms of changes in the regional burden of emissions.

For localized pollutants, such as carbon monoxide, an increase in concentrations that would result in a predicted violation of the most stringent state or federal standard (20.2 PPM for 1-hour or 9.0 PPM for 8-hours) is considered to represent a significant impact. This assessment provides for two types of localized area pollutant impact analysis; street and highway improvements and traffic volumes and construction impacts.

For this analysis, an impact is considered significant if one or more of the following conditions occur from implementation of the project:

- ✓ Regional air quality emission exceeds standards;
- ✓ Local air quality emission exceeds standards;
- ✓ Conflict/obstruct implementation of an applicable air quality plan;
- ✓ Result in a cumulatively considerable net increase of any criteria pollutant in non-attainment area;
- ✓ Significant construction related air quality impacts occur; and/or
- ✓ The creation of objectionable odors.

The San Diego APCD has established thresholds for certain pollutants shown in the following table.

Table 3. San Diego County APCD Air Quality Thresholds of Significance

Project Type	Ozone Precursor Emissions (tons/year)					
	CO	NO _x	ROG ¹	SO _x	PM ₁₀	PM _{2.5}
Short-term Effects (Construction)	100	40	15	40	15	10
Long-term Effects (Operation)	100	40	15	40	15	10

Source: San Diego County Air Pollution Control District's Regulation II, Rule 20.2

1: Based on VOC threshold from SCAQMD

Discussion

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The primary way of determining consistency with the air quality plan's (AQPs) assumptions is determining consistency with the applicable general plan (San Diego) to ensure that the project's population density and land use are consistent with the growth assumptions used in the AQPs for the air basin.

As required by California law, city and county general plans contain a land use element that details types and quantities of land uses that the city or county estimates will be needed for future growth, and that designates locations for land uses to regulate growth. Existing and future pollutant emissions computed in the AQP are based on land uses from are general plans. AQPs detail the control measures and emission reductions required for reaching attainment of the air standards.

The project is proposing to replace an existing facility and is not proposing any change in operations or staffing. Therefore, the project is consistent with the growth assumptions used in the applicable AQPs. As a result, the proposed project would not conflict with or obstruct implementation of any applicable AQPs.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The proposed project's air quality impacts are attributed to short-term demolition and construction-related activities and long-term operational activities. The emissions were estimated using the CalEEMod emissions modeling program. The proposed project would be considered to result in significant air quality impacts if it would result in emissions greater than the significance thresholds identified in the environmental setting section.

Short-Term Construction Impacts

Emissions and Fugitive Dust

Construction air quality impacts are generally attributable to dust generated by equipment and vehicles. Fugitive dust is emitted both during construction activity and as a result of wind erosion over exposed earth surfaces. Clearing and earth moving activities do comprise major

sources of construction dust emissions, but traffic and general disturbances of surface soils also generate significant dust emissions. Further, dust generation is dependent on soil type and soil moisture. Adverse effects of construction activities cause increased dust-fall and locally elevated levels of total suspended particulate. Dust-fall can be a nuisance to neighboring properties or previously completed developments surrounding or within the project area and may require frequent washing during the construction period. Further, asphalt-paving materials used during construction will present temporary, minor sources of hydrocarbons what are precursors of ozone. Ozone precursor emissions are an impact of construction activities and can be quantified through calculations. Numerous variables factored into estimating total construction emission include: level of activity, length of construction period, number of pieces and types of equipment in use, site characteristics, weather conditions, number of construction personnel, and amount of materials to be transported onsite or off site. Additional exhaust emissions would be associated with the transport of workers and materials. Because the specific mix of construction equipment is not presently known for this project, construction emissions from equipment were estimated using the CalEEMod Model. The following table shows the estimated construction emissions that would be generated from the proposed project. Results of the analysis show that emissions generated from the construction phase of the project would not exceed the San Diego County APCD emission thresholds. The construction emissions are therefore considered less than significant with the implementation of Rule 55 control measures.

Table 4. Project Construction Emissions

Project Type	Ozone Precursor Emissions (tons/year)					
	CO	NO _x	ROG	SO _x	PM ₁₀	PM _{2.5}
Construction Emissions Per Year	1.1837	1.5414	0.3165	0.0019	0.1083	0.0900
San Diego County APCD Level of Significance	100	40	15	40	15	10
Does the Project Exceed Standard?	No	No	No	No	No	No

Source: CalEEMod 2016.3.1

The emissions from the construction of the project will be less than the applicable emission thresholds for criteria pollutants as show in Table 3. The construction emissions are therefore considered less than significant with the implementation of San Diego's APCD Rule 55 Fugitive Dust Control measures. The following mitigation would ensure that impacts are less than significant.

Mitigation Measure AQ-1 Fugitive Dust Control:

- Construction or demolition activity shall not create dust emissions beyond the property line for a period or periods for more than three minutes in any one hour period through implementation of watering active construction sites at least twice daily or as needed.
- Excavated materials shall be wetted with water and covered until proper disposal is completed.
- Visible roadway dust as a result of active operations, spillage from transport trucks, erosion, or track-out/carry-out shall:

- a) Be minimized using any of the following or equally effective methods: track-out/carry-out grates or gravel beds at each egress point, wheel-washing at each egress during muddy conditions, soil binders, chemical soil stabilizers, geotextiles, mulching, or seeding; and for outbound transport trucks: using secured tarps or cargo covering, watering, or treating of transported material; and
- b) Be removed at the conclusion of each work day when active operations cease, or every 24 hours for continuous operations. If a street sweeper is used to remove any track-out/carry-out, only PM10-efficient street sweepers certified to meet the most current South Coast Air Quality Management District (SCAQMD) Rule 1186 requirements shall be used. The use of blowers for removal of track-out/carry-out is prohibited under any circumstances.

Naturally Occurring Asbestos (NOA)

Asbestos is a term used for several types of naturally-occurring fibrous minerals found in many parts of California. The most common type of asbestos is chrysotile, but other types are also found in California. Asbestos is commonly found in ultramafic rock and near fault zones. The amount of asbestos that is typically present in these rock ranges from less than 1% up to approximately 25% and sometimes more. It is released from ultramafic rock when it is broken or crushed. This can happen when cars drive over unpaved roads or driveways, which are surfaced with these rocks, when land is graded for building purposes, or at quarrying operations. Asbestos is also released naturally through weathering and erosion. Once released from the rock, asbestos can become airborne and may stay in the air for long periods of time. Asbestos is hazardous and can cause lung disease and cancer dependent upon the level of exposure. The longer a person is exposed to asbestos the greater the intensity of the exposure, the greater the chances for a health problem.

Although the Department of Conservation's NOA map indicates that the project site is not located within an area known to contain ultramafic rocks, the implementation of **Mitigation Measure AQ-1** would ensure potential impacts from NOA would have a less than significant impact.

Long-Term Operational Emissions

The proposed project would replace the existing Rincon FS facilities (constructed in 1962 prior to CEQA). The project would not increase capacity or change the amount of vehicle travel to and from the site. Other long-term emissions that would be included in this category would be such sources as water heaters and lawn maintenance equipment.

Long-term operational emissions would not change and are consistent with existing the existing county general plan and air quality projections.

c) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

San Diego County is nonattainment for Ozone (1 hour and 8 hour) and PM10 and PM2.5 (State Standard). The San Diego County APCD has prepared the 2008 Ozone Plan and 2005 Particulate Matter Plan to achieve Federal and State standards for improved air quality in the San Diego County Air Basin regarding ozone and PM. The proposed project is consistent with the San Diego General Plan, it is also in compliance with the 2008 Ozone Plan and 2005 Particulate Matter Plan. Therefore, the proposed project would not conflict with or obstruct implementation of any air quality plans.

d) Would the project expose sensitive receptors to substantial pollutant concentrations?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sensitive receptors refer to those segments of the population most susceptible to poor air quality (i.e., children, the elderly, and those with pre-existing serious health problems affected by air quality). Land uses that have the greatest potential to attract these types of sensitive receptors include schools, parks, playgrounds, daycare centers, nursing homes, hospitals, and residential communities. From a health risk perspective, the Rincon FS Project is a Type A project because it may potentially place new emission sources in the vicinity of existing sensitive receptors.

The first step in evaluating the potential for impacts to sensitive receptors for the Toxic Air Contaminants from the project is to perform a screening level analysis. One type of screening tool is found in the ARB Handbook, "Air Quality and Land Use Handbook: A Community Perspective". This handbook includes a table with recommends buffer distances associated with various types of common types of land uses that generate pollutants.

The Rincon FS Project does not include land uses that are depicted in the table and the evaluation of nearby land uses shows that the proposed project would not expose sensitive receptors to substantial pollutant concentrations. No impact would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Would the project create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Typically, odors are regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from a psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, then the person is describing the quality of the odor. Intensity refers to the strength of the odor. For example, a person may use the word "strong" to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air.

When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectible by the average human.

While offensive odors rarely cause any physical harm, they can be very unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and the air district. Any project with the potential to frequently expose members of the public to objectionable odors should be deemed to have a significant impact.

Construction of the proposed project could result in minor amounts of odor associated with diesel heavy equipment exhaust. However, construction equipment would be operating at various locations throughout the project site, and no sensitive receptors are located within the vicinity. Additionally, long-term operations of the new facilities would not generate significant odorous emissions. Any odor produced by the Rincon FS operations would be minimal and be contained onsite. Therefore, a less than significant impact would occur.

BIOLOGICAL RESOURCES

During the initial study for this project, an inventory and assessment of biological resources was conducted as were informal consultations with the California Department of Fish and Wildlife (CDFW).

The proposed project is located on a mostly developed, 2.77-acre site that includes an existing Fire Station with attached garage (constructed in 1962), apparatus building, ancillary structures, and landscaped grounds. Approximately twenty trees (13 pines, 1 incense cedar,

2 coast live oaks, 1 willow, and 3 deciduous, ornamental trees) are proposed for removal, because they are within the footprint of the proposed new buildings or their root structures may be damaged during construction activities. In addition, six palm “trees” will be removed. The majority of these trees are not native to the site and were planted after the existing Fire Station was constructed.

A query of CDFW's California Natural Diversity Database (CNDDDB), BIOS, and RareFind 5 data was conducted on June 8, 2017. Species identified through the CNDDDB included plants (CNPS List 1B and higher) and animals (Federal and State listed and special status species) that occur within one mile of the project area. The results of this search yielded six species. Most of these species are dependent on specialized habitat that is not located within or near the project site. Examples include arroyo toad and western pond turtle which require aquatic or riparian habitat. The nearest watercourse is Yuima Creek, a seasonal watercourse, is located approximately 350 feet south of the project site and is a tributary to the San Luis Rey River, is approximately 3/4 miles southwest of the project site. The results of this search and the biological assessment for any of these species to be potentially impacted by this project are included in Table 5.

The biological review conducted for this Initial Study is considered standard for this type of project given the highly developed and disturbed condition of the project area, the degree of expected project associated impacts to adjacent habitat types, and the practices to be used for project implementation. The potential disturbance for this project includes the existing facility and approximately 0.25 acres of new area. The area of new construction is occupied primarily by the existing Fire Station, garage, and disturbed area.

ENVIRONMENTAL SETTING

Vegetation Communities

The county subsumes two major, large geomorphic provinces: The Peninsular Range Province in eastern San Diego County, and the Coastal Province, bounded on the west by the Pacific Ocean. The latter province, which surrounds the proposed Rincon FS, contains most of the large mountains in the county, including its highest summit, Hot Springs Mountain (6,533 ft). The elevation of the proposed project area is approximately 978 ft. Vegetation of the area includes species found in most of the five major county-wide communities. These are: Coastal Sage Scrub, Chaparral, Oak and Pine-Oak Woodlands, Pinyon-Juniper, and Desert Scrub. The overstory of the Peninsular Range consists primarily of oak and scattered conifers, with a typical locally dense understory composed of various species of chaparral, a community that covers nearly one million acres. Ground cover is composed of native and introduced grasses and forbs.

During the preparation of the initial study for this project, an inventory and assessment of biological resources was conducted as were informal consultations with the CDFW.

The proposed project is located on a mostly developed, 2.77-acre site that includes an existing Fire Station with attached garage (constructed in 1962), apparatus building, ancillary structures, and landscaped grounds. Approximately twenty trees (13 pines, 1 incense cedar, 2 coast live oaks, 1 willow, and 3 deciduous, ornamental trees) are

proposed for removal, because they are within the footprint of the proposed new buildings or their root structures may be damaged during construction activities. In addition, six palm “trees” will be removed. Most these trees are not native to the site and were planted after the existing Fire Station was constructed.

Table 5. Identified Plants and Animals Within One Mile of the Project Area

	Scientific Name	Common Name	Federal Status	State Status	CDFW Status	CA Rare Plant Rank	Habitat	Analysis
Reptiles	<i>Emys marmorata</i>	Southwestern pond turtle	None	None	CSC	NA	Calm waters, such as streams or pools, with vegetated banks and log or rock basking sites. May utilize upland habitat extending as far as 0.5 km away from water.	Project will be confined to existing Fire Station compound. Entire area has been previously disturbed. None of the habitat listed is present within or adjacent to the project area. This project will have no impact on these species or their habitat.
	<i>Aspidozelis hyperythra</i>	Orange-throated whiptail	None	None	CSC	NA	Semi-arid brushy areas typically with loose soil and rocks, including washes, stream sides, rocky hillsides, and coastal chaparral. Perennial plants necessary for its major food-termites	
	<i>Anaxyrus californicus</i>	Arroyo toad	Endangered	None	CSC	NA	Rivers with sandy banks, willows, cottonwoods, and sycamores; loose, gravelly areas of streams in drier parts of range.	
	<i>Phrynosoma blainvillii</i>	Coast horned lizard	None	None	NSC	NA	Grasslands, coniferous forests, woodlands, and	

							chaparral	
	<i>Arizona elegans occidentalis</i>	California glossy snake	None	None	CSC	NA	Generalist reported from a range of scrub and grassland habitats, often with loose or sandy soils.	
Birds	<i>Buteo jamaicensis</i>	Red-tailed Hawk	None	None	None (Generally protected under Fish & Game Codes: 3503, 3503.5, 3513)	NA	Feeds in grasslands and grass/shrub stages of most habitats. Roosts in trees; sometimes in dense conifer stands. Usually nests in large trees near openings, in older, mature forests, especially riparian deciduous habitats. Occasionally nests on cliffs or low ledges.	An active Red-tailed hawk nest has been identified at the project site and is located in a 32" diameter at breast height (dbh), 100' tall, non-native, Aleppo pine (<i>Pinus halepensis</i>) that is located approximately 76 feet west from the existing Fire Station and 30 feet west from the proposed Fire Station. This tree is not proposed for removal. Protection and mitigation measures have been developed and will be implemented to prevent negative impacts to this species.

Discussion

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

One species that could potentially be impacted by the project is Red-tailed hawk (*Buteo jamaicensis*). Red-tailed hawk and other California raptors are protected under State law (See Fish and Game Code, Sections 3503, 3503.5, 3505 and 3513, and California Code of Regulation, Title 14, Section 251.1, 652 and 783-786.6). Currently (June 2017), an active Red-tailed hawk nest has been identified at the project site and is located in a 32" diameter at breast height (dbh), 100' tall, non-native, Aleppo pine (*Pinus halepensis*) that is located approximately 76 feet west from the existing Fire Station and 30 feet west from the proposed Fire Station. This tree is not proposed for removal. The following mitigation measure (**Mitigation BIO-1**) shall be implemented to ensure any potential impacts are less than significant.

Mitigation Measure BIO-1 Nesting Bird Surveys:

3. A pre-construction nesting bird survey of suitable habitat for nests associated with protected species on the project site shall be conducted within 7 days prior to the commencement of construction during the nesting season (February 1 through August 31). Pre-construction nesting surveys are not required for construction activities outside of the nesting season (September 1 through January 31).
4. If existing nest is found to be occupied or if additional nests are found, a no-disturbance buffer around the nest shall be established. The buffer distance shall be established by a qualified biologist (or forester) in accordance with CDFW recommendations. The buffer shall be maintained until the fledglings are capable of flight and become independent of the nest tree, as determined by a qualified biologist (or forester). Once construction activities commence, nests will be monitored by a qualified biologist (or forester) to detect any behavioral changes resulting from construction activities. If behavioral changes are observed that may result in adverse effects to the success of breeding, the work causing the change shall cease and consultation with CDFW shall be initiated to identify potential avoidance and minimization measures.

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project is not located within a riparian area or other sensitive natural community. As previously mentioned, Yuima Creek, the nearest watercourses, is located approximately 350 feet south of the project site. Yuima Creek, a seasonal watercourse, is a tributary to the San Luis Rey River, is located approximately 3/4 miles southwest of the project site. Riparian vegetation associated with Yuima Creek has been replaced by agricultural development throughout this area over many years. No riparian habitat currently exists, and therefore no impacts are anticipated.

The proposed project will include the development of a Storm Water Pollution Prevention Plan (SWPPP). CAL FIRE shall develop the SWPPP and submit it for review and approval to the Regional Water Quality Control Board (RWQCB). This plan will include measures designed to prevent construction related impacts.

c) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No federally protected wetlands as defined by Section 404 of the Clean Water Act occur at or near the project site or will be affected by construction.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

There are no known wildlife corridors on or near the project site. The Migratory Bird Treaty Act protects most species of migratory birds from “needless” harm. California Fish and Game Code Sections 3503, 3503.5, 3505 and 3513 require protection for raptors and other protected birds as well as their nests and eggs. Implementation of **Mitigation Measure BIO-1**, a pre-construction nesting survey, will reduce to a less than significant level any impacts to potential birds present on the project site.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project would not conflict with any local policies or ordinances protecting biological resources. San Diego County does not have a tree preservation policy or ordinance.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The proposed project site is located within the boundaries of a Natural Community Conservation Plan (North County Multiple Species Conservation Program Plan). Although the proposed project is located within the boundaries, which include the unincorporated communities of Pauma Valley, the project site is currently developed and is surrounded by active agricultural lands. The replacement of the fire station would not impact the implementation of the NCCP and impacts would be less than significant.

CULTURAL RESOURCES

Environmental Setting

An Archaeological Survey and Historic Building Evaluation report was prepared for the proposed project (June 2017). The principal objective of historical resources assessment of the Rincon FS structures was to ascertain whether any of the identified structures that occur on the site were historically significant, and to locate and record these resources, assess their potential significance in terms of their eligibility for listing on the *National Register of Historic Places* and/or the *California Register of Historical Resources*, and to offer pertinent management recommendations concerning their retention or demolition.

The principal types of historical resources likely to be discovered in the project region include prehistoric and historical archaeological sites, features and artifacts. Prehistoric archaeological sites manifest evidence of human activity, usually disclosed by the presence, in surface or subsurface contexts, of features, artifacts and ecofacts, often but not invariably occurring on, or in, humanly affected sediment (anthropic deposits).

Prehistoric archaeological sites often contain animal bone, shell, charcoal and other refuse, as well as flaked, polished, and ground stone tools, potsherds, and culinary stones (or their

counterpart, baked clay objects), as well as burials (inhumations). Prehistoric archaeological remains include but are not limited to isolated or associated artifacts, such as projectile points, knives, scrapers, awls, hammerstones, lithic debitage, beads, milling implements, potsherds, and culinary stones or baked clay objects; evidence of structural features; e.g., housepits, ceremonial lodges, sweathouses, fish traps; bedrock milling stations, hunting sites, rock art, quarries, trails and isolates; and subsurface remains, including inhumations, caches of artifacts, or buried features.

Archaeological and historical sites can be given a measure of protection if they are eligible for nomination to the **National Register of Historic Places** (36 CFR 600.4 and 36 CFR 800). The National Register criteria and other information issued by the Advisory Council on Historic Preservation, present the legal measures of significance relevant to historical resources. The National Register of Historic Places (NRHP) criteria are the following:

The quality of significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects of State and local importance that possess integrity of location, design, setting, materials, workmanship, feeling and association; and

- A. that are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. that are associated with the lives of persons significant in our past; or
- C. that embody the distinctive characteristics of a type, period, method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack distinction; or
- D. that have yielded, or may be likely to yield, information important to prehistory or history [36 CFR 60.4 (a-d)].

Additionally, on September 27, 1992, Assembly Bill (AB) 2881 (Statutes of 1992, Chapter 1075) was signed into law amending the Public Resources Code as it affects historical resources (State of California Office of Historic Preservation 1998; State of California Public Resources Code 1992). This legislation, which became effective on January 1, 1993, also created the **California Register of Historical Resources** (CRHR).

An historical resource must be significant at the local, state or national level under one or more of the following four criteria:

- A. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;
- B. It is associated with the lives of persons important to local, California or national history;
- C. It embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of a master or possesses high artistic values;
- D. It has yielded or has the potential to yield information important to the prehistory or history of the local area, California or the nation.

All resources nominated for listing on the *California Register of Historic Resources* must demonstrate integrity, which is the authenticity of a historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance (Hardesty and Little 2000). Resources must retain sufficient historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling and association. It must also be judged with reference to the particular criteria under which a resource is proposed for eligibility. Alterations over time to a resource or historic changes in its use or function may themselves have historical, cultural, or architectural significance.

It is possible that historical resources may not retain sufficient integrity to meet the criteria for listing in the National Register, but may yet be eligible for listing in the California Register. A resource that has lost its historic character or appearance may still retain sufficient integrity to qualify for the California Register if the resource maintains the potential to yield significant scientific or historical information.

California Department of Forestry and Fire Protection *Management Plan for CDF's Historic Buildings and Archaeological Sites*: Thornton (1994a:552-555) presented a rating system for determining the significance of historic buildings. The system is based on eleven criteria invested with a point scoring system, by means of which historic structures can be evaluated. Informally it is known as the *Eleven Point Rating System*. Eleven Point Rating Forms were completed by the authors of this report for each of the two Rincon structures under consideration. Thornton (1994a:549) states, "The ultimate measure of a building's historic significance is its relationship to the *National Register of Historic Places*." The NRHP Status Code was entered in the "Status Code" field in the header of each Primary Record when the evaluation of the historic resource was completed.

Direct field inspection of the Rincon Fire Station compound and structures that required evaluation was conducted on June 6, 2017. During the inspection, the authors referred to documents obtained from the California Historical Resources Information System (CHRIS) housed at California State University San Diego. Other pertinent historical resources files were consulted prior to and during the course of direct field inspection of buildings within the Rincon FS compound.

Archaeological survey of the Rincon FS compound was accomplished by intensive inspection of exposed ground surfaces. This procedure was conducted by the authors and CAL FIRE archaeologist Herb Dallas. Most of the RFS compound is covered by gravel, pavement, concrete, or introduced and natural vegetation. No evidence of prehistoric or historic archaeological remains was found anywhere within the compound. Geotechnical subsurface borings were also conducted subsequently with negative results. The coring operations were monitored by CAL FIRE archaeologist Denise Ruzicka (2017).

Paleontological Resources

Paleontological resources include the remains and/or traces of prehistoric life (exclusive of human remains, artifacts or features), including the localities where fossils were collected and the sedimentary rock formations in which they were formed. The defining character of fossils is their geologic age. Fossils or fossil deposits are generally regarded as being older than 10,000 years, marking the end of the late Pleistocene and the beginning of the Holocene. A unique

paleontological resource is any fossil or assemblage of fossils, paleontological resource site, or formation that meets any one of the following criteria:

- Is the best example of its kind locally or regionally,
- Illustrates a life-based geologic principle (e.g., faunal succession),
- Provides a critical piece of paleobiological data (illustrates a portion of geologic history or provides evolutionary, paleoclimatic, paleoecological, paleoenvironmental or biochronological data),
- Encompasses any part of a “type locality” of a fossil or formation,
- Contains a unique or particularly unusual assemblage of fossils,
- Occupies a unique position stratigraphically within a formation, and
- Occupies a unique position, proximally, distally or laterally within a formation’s extent or distribution

Discussion

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The two buildings and other facilities that compose the infrastructure of the Rincon Fire Station display certain common features, such as the following:

- (1) The structures are known to have their counterparts at other California Fire Stations. This is verified by reports prepared by Foster and Thornton (2001) and Thornton (1994a), which also provides a rating system and other means by which buildings and other structures, such as fire lookouts, can be assessed, compared, and evaluated in terms of preserving a selected group of unique or otherwise important buildings or structures located in many CAL FIRE facilities in California.
- (2) The structures at the RFS, like those at other CAL FIRE Stations, have been constructed and maintained over a period of time-- the subject RFS buildings were constructed in 1958 and 1961 (Thornton 1994b). Consequently, many CAL FIRE buildings vary in terms of design and materials employed in their construction.
- (3) Neither of the RFS buildings are among those identified for future preservation, based on their age and evaluations presented by Foster and Thornton (2001). The buildings onsite

were observed and recorded the two RFS buildings and also inspected the entire surface of the 2.77-acre compound.

- (4) The two buildings within the RFS compound have achieved the fifty-year age threshold and thus are potentially eligible for nomination to the NRHP or the CRHR.
- (5) It is evident that among the features displayed by the two RFS buildings that they share similar designs and materials displayed at many CAL FIRE facilities (Wilson and Snodgrass 2006). These include cement block and wood frame construction, metal or composition-shingle roofing, concrete pads or foundations, and metal or treated wood exterior siding.
- (6) The two buildings at the RFS are essentially utilitarian; that is, they are constructed for personnel or equipment housing, but were not constructed to accommodate the needs of both male and female fire-fighters. Hence by their very nature and purpose the buildings are of basic, standard design and construction. In general, they are unremarkable in appearance, design, and use of materials employed in their construction.

Evaluation of Two Structures at the Rincon Fire Station with Respect to NRHP and CRHR Criteria

In reference to Specification 4, the proposed project will potentially affect two existing buildings or structures at the Rincon Fire Station. The structures are evaluated, as set forth in this report, as meeting none of the criteria of the NRHP and/or the CRHR, or the CAL FIRE Eleven Point Rating Criteria and/or the CAL FIRE 2001 Rating Criteria. Although the structures meet the minimum age requirement, all those CAL FIRE buildings or structures considered for possible demolition require evaluation in reference to the NRHP and/or CRHR criteria, pursuant to CAL FIRE policies and other directives. The two RFS structures under consideration do not appear to meet any of the following:

- In reference to Criterion A of the NRHP and CRHR, the buildings do not appear to be associated with historic events that played a key role in the history of the Nation, the State, or the region.
- Under Criterion B of the NRHP and CRHR, the buildings are not known to be associated with persons who played an important role in the history of the Nation, State or region.
- Under Criterion C of the NRHP and CRHR, the buildings reflect or duplicate unremarkable "standard-plan" building designed by the State of California to meet local needs and specifications determined by the RFS staff and types of equipment housed at the RFS.
- The RFS buildings do not appear to manifest or be likely to yield important historical or archaeological information that might be recovered through detailed scientific investigation. Therefore, the buildings are ineligible for listing under either NRHP or CRHR Criterion D.

The integrity of the two RPS structures under consideration has been substantially altered or has deteriorated due to environmental conditions (e.g. dry rot, animal intrusion, adverse exposure to the elements, renovation, or replacement) since they were constructed, and have been subjected to multiple minor changes and alterations during maintenance or improvement cycles, or otherwise have been modified over the years to such an extent that their integrity has been severely compromised. Evidence of such alterations is visually displayed in historic photographs and comparable present day photographs, maps, and other records, and the alterations are obvious during the course of on-site inspection. Accordingly, since their integrity has been severely impaired, the two RPS structures are evaluated as ineligible for listing in either the NRHP or the CRHR.

Impacts with regard to historical resources would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Letters were sent to the appropriate California Native American tribes pursuant to the list provided by the Native American Heritage Commission for the project area and a field visit was conducted with tribal representatives from the Pauma Band of Luiseno Indians and the Rincon Band of Luiseno Indians on June 1, 2017.

No archaeological resources were discovered at the Rincon FS during investigations by CAL FIRE's contract archaeologist. However, during the site visit it was determined that a representative from the Rincon Band would be contacted prior to ground disturbing activities for monitoring on behalf of both tribes. The following mitigation measures shall be implemented to ensure that impacts remain less than significant.

Mitigation Measure CR-1 Ground Disturbance Monitoring:

Prior to commencing ground-disturbing activities, the contractor doing the work and/or project director supervising such work shall notify a CAL FIRE archaeologist. The CAL FIRE archaeologist shall contact the Luiseno (or Rincon) tribal representative. The CAL FIRE archaeologist and tribal representative shall be present on site to monitor the soil disturbance and subsurface excavation activities.

Mitigation Measure CR-2 Accidental Discovery:

In the event of discovery of cultural or paleontological resources, work shall cease in that area while the CAL FIRE archeologist and tribal representative evaluate said find. Construction work may continue in other areas of the project, as determined by the CAL FIRE archaeologist, until the discovery is examined and evaluated. Unanticipated discoveries of cultural resources shall include: (1) appropriate documentation (site record(s)) and (2) re-burying on site in a location where the cultural resources will not be disturbed in the future. Paleontological resources shall be treated as prescribed by the CAL FIRE

archaeologist. The CAL FIRE archeologist shall notify the project director when work can continue in the area of the discovery.

Mitigation Measure CR-3 Human Remains:

In the event of discovery of human remains, whether intact, fragmentary, or displaced from their original context, the County Coroner and the Native American Heritage Commission, West Sacramento (916-653-4082), shall be notified of the discovery immediately, and all work in the vicinity of the find shall cease, as determined by the CAL FIRE archaeologist, and there shall be no further excavation or disturbance of the find site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of that county in which the remains are discovered has determined whether the remains are those of a Native American. If the remains are determined to be Native American, the coroner must contact the California Native American Heritage Commission. Public Resources Code Section §5097.98 specify the procedures to be followed in the event of discovery of human remains on non-federal land. The disposition of Native American burials is within the jurisdiction of the Native American Heritage Commission. Upon request, the Native American Heritage Commission will provide the project director with a list of most likely descendants, who will specify treatment and disposition of any Native American remains found within the area of potential effect of the project. Final disposition of the human remains is subject to approval of the landowner. Human remains and associated grave goods are protected under Public Resources Code § 5097.94 and Health and Safety Code § 7050.5.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The majority of San Diego County fossils are represented by shells and/or tests (hard coverings) of marine invertebrates (corals, mollusks, crustaceans, and echinoderms). However, important skeletal remains of terrestrial vertebrates (reptiles, birds, and mammals) characterize certain geologic rock units and time intervals. The local terrestrial fossil record also consists of remains and impressions of plants including leaf assemblages and petrified wood.

The project site is located within the Peninsular Range Region which is primarily underlain by plutonic igneous rocks that are formed from the cooling of molten magmas deep within the earth's crust. Known fossil occurrences in the Peninsular Ranges Region are extremely rare and the project site is considered a low potential for containing paleontological resources. Should accidental discovery of paleontological resources occur, **Mitigation Measure CR-2** would prevent significant impacts from occurring. No paleontological resources are anticipated to occur on the project site.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Would the project disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The cultural resource investigations did not indicate the presence of human remains or associated grave goods within the project area. Nonetheless, unknown remains could always be uncovered during ground disturbing activities. In the event that human remains are discovered the requirements of Mitigation Measure CR-3 would be implemented. With incorporation of **Mitigation Measure CR-3** will ensure that potential impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Would the project cause a substantial adverse change in the significance of a tribal cultural resource pursuant to Public Resources Code Section 21084.2?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

AB 52 (2014) relating to Native Americans establishes a process for consulting with Native American tribes and groups regarding these resources. Tribal cultural resources are “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe....”. A tribal cultural resource must be on, or eligible for, the CRHR for historical resources, or must be included in a local register of historical resources. AB52 indicates that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource may have a significant effect on the environment (PRC Section 21084.2).

The bill requires a lead agency to begin consultation with a California Native American tribe traditionally and culturally affiliated with the geographic area of the proposed project and to inform the tribe, if requested, of proposed projects prior to determining what type of environmental document is required.

As part of the cultural resource investigation, the Native American Heritage Commission, Pauma Band of Luiseno Indians, and the Rincon Band of Luiseno Indians were notified. Consultation was initiated and the tribal representatives met with CAL FIRE staff on the project site on June 1, 2017.

No tribal cultural resources were discovered at the Rincon FS during investigations by CAL FIRE’s contract archaeologist, nor were any identified in the consultation with California Native American tribes. Based upon input from the tribal representatives, mitigation measures for potential undiscovered resources during project ground disturbance have been incorporated. With incorporation of Mitigation Measure CR-2 will ensure that potential impacts would be less than significant.

GEOLOGY AND SOILS

Environmental Setting

According to the Geotechnical Investigation prepared by CAL FIRE in coordination with the California Geological Survey (CGS) branch of the California Department of Conservation (July 2017), the site is located within the central portion of the Peninsular Range geologic and geomorphic province. The Peninsular Range geologic and geomorphic province is comprised of a series of northwest-oriented mountain ranges extending from Baja California north to the Transverse Ranges, including the Santa Ana, San Jacinto and Santa Rosa mountains. Faulting within the province consists of numerous northwest oriented strike slip faults, including the Elsinore and San Jacinto fault zones, both of which are known to be historically active (Last 200 years).

The province is drained primarily to the Pacific Ocean by several rivers including the San Diego, Santa Ana and San Luis Rey Rivers (Harden, 2004). The project site is positioned on an alluvial fan created by fluvial/colluvial deposits that were shed off a prominent, northwest-trending mountain range to the east referred to as the Agua Tibia Mountains. Palomar Mountain, at an elevation of about 6,140 feet above msl, forms a prominent high point in the Agua Tibia Mountains and is approximately 5.3 miles northeast of the site. Characteristics of the geology on the site consist of unconsolidated to poorly consolidated mixtures of silts, sands, gravels, cobbles and boulders.

Soils on the project site consist primarily by the Soboba stony loamy sands (slopes 9-30 percent). This soil type is generally described as well-drained silty gravels and silty sands.

Additionally, the site is not located within a currently designated San Diego County Special Study Fault Zone (San Diego County, 2007) or State of California Earthquake Fault Zone (Bryant and Hart, 2007). Based on regional geologic mapping, there are no known active faults projecting toward or extending across the project site. However, the site is situated in a seismically active region and, as is the case for most areas of western California, ground shaking resulting from earthquakes associated with nearby and more distant faults may occur at the project site. During the life of the project, seismic activity associated with active faults can be expected to generate moderate to strong ground shaking at the site, (California Seismic Safety Commission, 2003). Table 6 presents a list of pertinent active and potentially active faults within approximately 50 miles of the project site that are considered to be the most capable of producing high ground motion within the site vicinity.

Table 6. Faults within 50 Miles

Pertinent Faults within 50 miles of the Site					
Fault Name	Fault Type¹	Approximate Distance	Slip Rate (mm/yr)	Mmax²	Activity
Elsinore Fault Zone ³	rl-ss	2.4 miles northeast	NA	NA	Potentially Active
EFZ Julian Section (Elsinore fault)	rl-ss	9.6 miles southeast	5.0 ± 2.0	7.1	Active
EFZ, Temecula Section (Wolf Valley fault)	rl-ss	13.8 miles northwest	5.0 ± 2.0	6.8	Active
Earthquake valley fault	rl-ss	21.6 miles southeast	2.0 ± 1.0	6.5	Active
San Jacinto Fault (SFJZ), Anza Section (Clark fault)	rl-ss	25.2 miles northeast	12.0 ± 6.0	7.2	Active
Newport-Inglewood (oFShore)	rl-ss	28.8 miles northeast	1.5 ± 0.5	7.1	Active
Rose Canyon Fault	rl-ss	30 miles southwest	1.5 ± 0.5	7.2	Active
SJFZ, San Jacinto Valley Section (Casa Loma fault)	rl-ss	32.4 miles northeast	12.0 ± 6.0	6.9	Active
Coronado Bank	rl-ss	43.2 miles northeast	3.0 ± 1.0	7.6	Active
SJFZ, Coyote Creek Section	rl-ss	44.4 miles southeast	4.0 ± 2.0	6.8	Active
San Andreas (San Bernardino)	rl-ss	49.2 miles northeast	24.0 ± 6.0	7.5	Active
¹ Right-lateral, strike-slip (rl-ss) ² Maximum Moment Magnitude from Jennings and Bryant (2010) or Cao et al. (2003). ³ The closest mapped fault to the site is potentially active segment of the EFZ that is not included in Cao et al. (2003). (NA) not available					

Discussion

- a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Ground Rupture?

The FS site is not within a currently established State of California Earthquake Fault Zone for surface fault rupture hazards and the closest mapped fault is the “potentially active” Elsinore Fault Zone about 2.4 miles northeast. As a result, the potential for ground rupture is considered low and is determined to be a less than significant impact.

Strong seismic ground shaking?

The FS site is located in a seismically active region of central California with several active and potentially active faults within 50 miles of the site. An earthquake on one of the surrounding faults could cause moderate ground motion. According to the CGS’s 2008

Ground Motion Interpolator (2016), the site is designated as a Class D which is located on stiff soil. Seismic Design Category D corresponds to buildings and structures in areas expected to experience severe and destructive ground shaking, but are not located close to a major fault. The structures must be designed to resist seismic forces.

Thus, the project site could be subject to moderate to strong ground shaking in the event of an earthquake. This hazard, however, is common in this part of California and the effects of ground shaking can be mitigated by proper engineering design and construction in conformance with current building code requirements and sound engineering practices. The project would be designed by registered engineers that are required to adhere to the current California Building Code standards. Additionally, the plans would need to be approved by the California Division of State Architect and the Office of State Fire Marshall. This process would ensure that the potential impacts from ground shaking would be less than significant.

Seismic-related ground failure, including liquefaction?

San Diego County identifies the area beneath the Rincon FS as a potential liquefaction area (San Diego County, 2007). Liquefaction is described as the sudden loss of soil shear strength due to a rapid increase in soil pore water pressures caused by cyclic loading from a seismic event. A liquefied soil acts more like a fluid than a solid when shaken during an earthquake. In order for liquefaction to occur during a seismic event, the following are needed:

- Granular soils (sand, silty sand, sandy silt, and some gravels);
- A high groundwater table; and,
- A low density in the granular soils underlying the site.

If those criteria are present and strong ground motion occurs, then those soils could liquefy, depending upon the intensity and duration of the strong ground motion.

Liquefaction that produces surface effects generally occurs in the upper 50 feet of the soil column, thus, the potential for liquefaction to have an adverse effect would generally require the criteria above to persist within 50 feet below the surface.

The site is generally underlain by dense alluvium composed of Silty to Sandy gravel (GM-GP) with cobbles and boulders to a depth greater than 50 feet. In addition, the depth to groundwater is documented to be greater than 50 feet below ground surface (bgs), with the historic high groundwater table estimated to be greater than 100 feet bgs. In consideration of these site conditions, the potential for liquefaction and its associated adverse effects (settlement, lateral spreading, lurch cracking etc.) is considered to be low. Impacts are less than significant.

Landslides?

Landslide potential is partially driven by slope gradient and topographic relief. The surface of the project site and vicinity is gentle (<10%) and no significant slope breaks of any substantial relief are located within or adjacent to the site. No landslides are mapped within the project

site or vicinity (Kennedy, 2014) and according to the San Diego County General Plan (San Diego County, 2011), the project site is not located within an area mapped as having a potential for landslides. For these reasons, landsliding in the form of traditional rotational/translational failures is considered low.

However, the FS site is positioned on an alluvial fan that is a semi-conical landform composed of stream deposits and debris flow materials that often occur in response to episodic geologic and climatic conditions commonly associated with flooding and seismic events (shaking and uplift). Deposits encountered on and beneath the site include well graded (poorly-sorted) deposits of sand and boulders up to about 6 feet in diameter. Deposits of this type and size appear to be associated with early Holocene and late Pleistocene alluvial deposits (Qyf) and suggest that the site had been impacted by high energy debris flows in the distant past (~10 to 15 thousand years ago). Although no such debris flows are known to have impacted the site in more recent time (~100 years), there is a potential that the site could be impacted by debris flows in the future.

Although the risk of debris-flow impacts at the site is considered low, there remains some level of risk that could be reduced through proper engineering design and planning considerations.

The project would be designed by registered engineers that are required to adhere to the current California Building Code standards. Additionally, the plans would need to be approved by the California Division of State Architect and the Office of State Fire Marshall. This process would ensure that the potential impacts from landslides would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Would the project result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Best management practices (BMPs) are included as part of the Storm Water Pollution Prevention Plan that would be prepared for the proposed project and would be implemented to manage erosion and the loss of topsoil during construction-related activities (see **Hydrology and Water Quality Section**). Soil impacts would be reduced to a less than significant impact.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

In general, the native soils encountered during the test pit excavations consist of sandy gravels (GM) containing cobbles and boulders. Based on the presence of large diameter

boulders, it is likely boulders up to six feet in diameter may be encountered during grading operations.

Due to the presence of large boulders, excessive ground disturbance may occur during excavation, resulting in non-desirable, low-density soil conditions. According to the geotechnical report, if this condition is encountered during ground disturbance, then it may be mitigated by over excavating the pad a minimum of 1-foot below the bottom of the proposed footing elevation and restoring grade with engineered fill. The over-excavation should occur laterally at least five feet outside the perimeter of potential foundation locations.

Recommendations contained in the geotechnical report for site preparation and the use of on-site soils for engineered fill would reduce impacts to a less than significant level. As such, Mitigation Measure GEO-1 is required to reduce the potential for impacts from unstable soil.

Mitigation Measure GEO-1 Unstable Soils:

The proposed Rincon FS Project shall incorporate the recommendations discussed in *Geotechnical Investigation – Rincon Fire Station* as a part of project implementation.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The potential for clay-rich soils to swell and shrink with variations in soil moisture content is correlated to the plasticity index of the soil, with expansive soils generally having a high plasticity index. The on-site soils encountered in the geotechnical investigation were found to consist of sands and gravels with low plasticity indices, so the risk of adverse consequences related to expansive soils is low. Impacts related to expansive soils are less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site currently has a septic tank and leach field that would be replaced as a result of the re-construction. The project site soils support the use of a septic tank and leach field. No impacts would occur.

GREENHOUSE GAS EMISSIONS

Environmental Setting

Gases that trap heat in the atmosphere are often called greenhouse gases. Some greenhouse gases such as carbon dioxide occur naturally and are emitted to the atmosphere through natural processes and human activities. Other greenhouse gases (e.g., fluorinated gases) are created and emitted solely through human activities. The principal greenhouse gases that enter the atmosphere because of human activities are:

- **Carbon Dioxide (CO₂):** Carbon dioxide enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, and also as a result of other chemical reactions (e.g., manufacture of cement, asphalt paving, truck trips). Carbon dioxide is also removed from the atmosphere (or "sequestered") when it is absorbed by plants as part of the biological carbon cycle.
- **Methane (CH₄):** Methane is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and by the decay of organic waste in municipal solid waste landfills.
- **Nitrous Oxide (N₂O):** Nitrous oxide is emitted during agricultural and industrial activities, as well as during combustion of fossil fuels and solid waste.
- **Fluorinated Gases:** Hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride are synthetic, powerful greenhouse gases that are emitted from a variety of industrial processes. Fluorinated gases are sometimes used as substitutes for ozone-depleting substances (i.e., CFCs, HCFCs, and halons). These gases are typically emitted in smaller quantities, but because they are potent greenhouse gases, they are sometimes referred to as High Global Warming Potential gases ("High GWP gases").

Various statewide and local initiatives to reduce California's contribution to Greenhouse Gas (GHG) emissions have raised awareness that, even though the various contributors to and consequences of global climate change are not yet fully understood, global climate change is occurring. Every nation emits GHGs; therefore, global cooperation will be required to reduce the rate of GHG emissions. There are currently no state regulations in California that establish ambient air quality standards for GHGs. However, the state of California has passed legislation directing CARB to develop actions to reduce GHG emissions.

Assembly Bill 32 (California Global Warming Solutions Act of 2006)

California passed the California Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32; California Health and Safety Code Division 25.5, Sections 38500 - 38599). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. This reduction will be accomplished by enforcing a statewide cap on GHG emissions that will be phased in starting in 2012. To effectively implement the cap, AB 32 directs CARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources. AB 32 specifies that regulations adopted in response to AB 1493 (legislation to reduce levels of GHG emissions for new vehicles) should be

used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then CARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

AB 32 requires CARB to adopt a quantified cap on GHG emissions representing 1990 emissions levels and disclose how it arrived at the cap; institute a schedule to meet the emissions cap; and develop tracking, reporting, and enforcement mechanisms to ensure that the state reduces GHG emissions enough to meet the cap. AB 32 also includes guidance on instituting emissions reductions in an economically efficient manner, along with conditions to ensure that businesses and consumers are not unfairly affected by the reductions. Using these criteria to reduce statewide GHG emissions to 1990 levels by 2020 would represent an approximate 25 to 30 percent reduction in current emissions levels. However, CARB has discretionary authority to seek greater reductions in more significant and growing GHG sectors, such as transportation, as compared to other sectors that are not anticipated to significantly increase emissions.

Senate Bill 375

Senate Bill (SB) 375, signed in September 2008 (Chapter 728, Statutes of 2008), aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a sustainable communities strategy (SCS) or alternative planning strategy (APS) that will prescribe land use allocation in that MPOs regional transportation plan. CARB, in consultation with MPOs, will provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets will be updated every eight years but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets. CARB is also charged with reviewing each MPOs SCS or APS for consistency with its assigned targets.

This law also extends the minimum time period for the regional housing needs allocation cycle from five years to eight years for local governments located within an MPO that meets certain requirements. City or county land use policies (including general plans) are not required to be consistent with the regional transportation plan (and associated SCS or APS). However, new provisions of CEQA would incentivize (through streamlining and other provisions) qualified projects that are consistent with an approved SCS or APS, categorized as "transit priority projects."

AB 32 and SB 375 Compliance

San Diego County, along with other regional planning agencies throughout the state, will be monitoring the progress of state agencies in developing approaches to address GHG emissions. As agreed-upon approaches for project-level CEQA analysis and for transportation planning are established, San Diego County expects that climate change will be a key environmental consideration in future regional transportation planning. Both San Diego County and responsible agencies will be required to adhere to any future applicable mandatory regulations regarding global warming resulting from the passage of AB 32 and SB 375, but the exact character of such future implementing strategies is not known at this time.

Discussion

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

While the cumulative significance of climate change has been established, in absence of established project-level significance thresholds, it is speculative at this time to determine whether the GHG emissions related to the proposed project represents a considerable contribution to a significant cumulative impact.

The SCAQMD has prepared interim significance thresholds for GHG emissions. A project's GHG Emissions are considered less than significant if they fall below 10,000 metric tons per year (MT/year) of carbon dioxide equivalent (CO₂e) for industrial projects and 3,000 MT/year CO₂e for commercial/residential projects. Table 7 provides an estimate of the yearly GHG emissions projected by the Rincon FS. It should be noted that the project is proposing to replace an existing facility and is not proposing any change in operations or staffing. Results of the analysis shows that the Rincon FS produces approximately 47.9 MT CO₂e GHG emissions per year, which is less than 2% of the 3,000 MT/year requirement for commercial/residential projects. As a result, the project will not have a significant impact on GHG emissions.

Table 7. Project Greenhouse Gas Emissions

Summary Report	CO ₂ e
Operational Emissions Per Year	47.86 MT/yr
SCAQMD Level of Significance	3,000 – 10,000 MT/yr
Does the Project Exceed the Standard	No

Source: Air Quality Impact Assessment (May 2017)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The SCAQMD has prepared interim significance thresholds for GHG emissions. In essence, a project's GHG Emissions are considered less than significant if they fall below 10,000 MT/year CO₂e for industrial projects and 3,000 MT/year CO₂e for commercial/residential projects. Table 8 provides an estimate of the yearly GHG emissions projected by the Rincon Fire Station. It should be noted that the project is proposing to replace an existing facility and is not proposing any change in operations or staffing. Results of the analysis shows that the Rincon Fire Station only produces approximately 47.9 MT CO₂e GHG emissions per year, which is less than 2% of the 3,000 MT/year requirement for commercial/ residential projects. As a result, the project will not have a significant impact on GHG emissions.

HAZARDS AND HAZARDOUS MATERIALS

Environmental Setting

Geocon completed an asbestos, LCP, and universal waste survey of the Site on June 27, 2017. The findings are presented in Geocon's *Asbestos, Lead-Containing Paint, and Universal Waste Survey Report*, dated July 28, 2017. Geocon West, Inc. performed a survey of the site on June 22 and 27, 2017. Suspect ACM were grouped into homogeneous areas with representative samples randomly collected from each. In addition, each potential ACM was evaluated for quantity and friability. A total of 63 bulk asbestos samples representing 23 material types were collected. A total of 17 bulk paint samples were collected from the project site to test for lead-containing paint and readily accessible items and equipment that could be classified as universal waste or that may contain suspect hazardous materials on and in structures at the site were inventoried.

Asbestos-Containing Material (ACM)

The Code of Federal Regulations (CFR), 40 CFR 61, Subpart M, National Emissions Standards for Hazardous Air Pollutants (NESHAP) and Federal Occupational Safety and Health Administration classify asbestos-containing material (ACM) as any material or product that contains more than 1% asbestos. Non-Friable ACM (any material containing more than 1% that cannot be pulverized under hand pressure) is classified as either Category I or Category II.

- Category I – asbestos-containing packings, gaskets, resilient floor coverings, and asphalt roofing products.
- Category II – all remaining types of non-friable asbestos-containing material not included in Category I that when dry, cannot be crumbled, pulverized, or reduced to powder by hand pressure.

Activities that disturb materials containing any amount of asbestos are subject to certain requirements of the California Office of Safety and Health Administration (Cal/OSHA) asbestos standard contained in Title 8, CCR § 1529. Typically, removal or disturbance of more than 100 square feet of material containing more than 0.1% asbestos must be performed by a registered asbestos abatement contractor. Materials containing more than 1% asbestos are also subject to NESHAP regulations (40 CFR Part 61, Subpart M).

Other regulations governing asbestos include the following:

- San Diego County Air Pollution Control District (SDCAPCD), Rule 361.145;
- EPA National Emission Standards for Hazardous Air Pollutants (NESHAP) Asbestos Regulation (Title 40 CFR Part 61, Subpart M);
- General Industry Safety Orders (GISO) for Asbestos (Title 8, CCR, § 5208);
- Registration for Asbestos-Related Work (Title 8, CCR, §§341.6 through 341.14);
- Respiratory Protective Equipment Standard (Title 8, CCR, §5144);

- Hazard Communication Standard (Title 8, CCR, §5194);
- Injury and Illness Prevention Program (Title 8, CCR, § 3203);
- Safety Instruction for Employees (Title 8, CCR, §1510);
- Access to Employee Exposure and Medical Records (Title 8, CCR, §3204);
- Construction Safety Orders (Title 8, CCR, Chapter 4, Subchapter 4);
- United States Department of Transportation (US DOT), Title 49 of the Code of Federal Regulations (CFR), Parts 171 through 180; and
- California Department of Toxic Substances Control (DTSC) hazardous waste regulations contained in Title 22, CCR, Division 4, Chapter 30.

Lead-Containing Paint (LCP)

Construction activities (including demolition) that disturb materials or paints containing any amount of lead are subject to certain requirements of the Cal/OSHA lead standard contained in Title 8, CCR, §1532.1. For a solid waste containing lead, the waste is classified as California hazardous when: 1) the representative total lead content exceeds the respective total threshold limit concentration of 1,000 milligrams per kilogram; or 2) the representative soluble lead content exceeds the respective soluble threshold limit concentration of 5 milligrams per liter based on the standard waste extraction test.

Other related regulations include:

- California Department of Public Health (DPH) lead regulations contained in Title 17, CCR, Division 1, Chapter 8;
- Respiratory Protective Equipment Standard (Title 8, CCR, §5144);
- Hazard Communication Standard (Title 8, CCR, §5194);
- Injury and Illness Prevention Program (Title 8, CCR, §3203);
- Safety Instruction for Employees (Title 8, CCR, §1510);
- Access to Employee Exposure and Medical Records (Title 8, CCR, §3204);
- Construction Safety Orders (Title 8, CCR, Chapter 4, Subchapter 4);
- US DOT, Title 49 CFR, Parts 171 through 180; and
- California DTSC hazardous waste regulations contained in Title 22, CCR, Division 4, Chapter 30.

Potential hazards exist to workers who remove or cut through LCP coatings during demolition. Dust containing hazardous concentrations of lead may be generated during scraping or cutting materials coated with lead-containing paint. Torching of these materials may produce lead oxide fumes. Therefore, air monitoring and/or respiratory protection may be required during the demolition of materials coated with LCP.

Universal Waste

Universal wastes are common hazardous wastes that are generated by households and businesses and are generally not allowed to be disposed of in solid waste landfills. Universal wastes include such items as fluorescent light tubes and lamps (that contain mercury), mercury-containing switches and thermostats, polychlorinated biphenyls (PCB), chlorofluorocarbons, batteries, paints, oils, fuels, solvents, and some electronic equipment. This type of waste is subject to California's Universal Waste Rule (CCR, Title 22, Division 4.5, Chapter 23), which is overseen by the Department of Toxic Substances Control (DTSC).

Universal wastes and suspect hazardous building materials present in buildings and structures proposed for renovation or demolition should be removed and managed for recycling or as hazardous wastes prior to commencement of activities that would disturb these materials.

Additional regulations that are applicable to universal waste include:

- California Universal Waste Rule (Title 22, CCR, Division 4.5, Chapter 23);
- The Toxic Substances Control Act (TSCA);
- Respiratory Protective Equipment Standard (Title 8, CCR, §5144);
- Hazard Communication Standard (Title 8, CCR, §5194);
- Injury and Illness Prevention Program (Title 8, CCR, §3203);
- Safety Instruction for Employees (Title 8, CCR, §1510);
- Access to Employee Exposure and Medical Records (Title 8, CCR, §3204);
- Construction Safety Orders (Title 8, CCR, Chapter 4, Subchapter 4);
- US DOT, Title 49 CFR, Parts 171 through 180; and
- California DTSC hazardous waste regulations contained in Title 22, CCR, Division 4, Chapter 30.

Discussion

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The proposed project replaces existing buildings, some of which are over 50 years old. The proposed project may include the transport, short-term storage and use, and disposal of hazardous materials related to construction, demolition, and operation and maintenance of the new facilities. BMPs stipulating proper storage of hazardous materials and vehicle fueling would be implemented during construction and demolition as part of the SWPPP.

The Asbestos, Lead-Containing Paint, and Universal Waste Survey Report conducted by Geocon Consultants, Inc. (July 2017) indicated that asbestos was detected in exterior tile, interior floor tile, and garage tile. Lead was detected in paint at low concentrations, and universal waste consisting fluorescent and sodium lighting fixtures, various household chemicals (lubricants, solvents, cleansers, paints, etc.), and fuels (fuel tanks) were noted.

Demolition of the buildings could have a potential impact if the buildings are not demolished or disposed of properly. Asbestos, lead and universal waste are considered hazardous materials and as such are subject to the NESHAP regulations.

The San Diego Air Pollution Control District (SDAPCD) has adopted Rule 40, which provides for enforcement authority of the NESHAP. Additionally, OSHA, the Labor Code, and Health & Safety Code require surveys and mandates minimum certification criteria for professionals who survey, demolish and dispose of anything containing asbestos and other hazardous substances. The purpose of these regulations is to protect the public from asbestos fiber releases from demolition and renovation activities.

Implementation of the following mitigation measures will ensure impacts would be less than significant.

HAZ-1 Notification to the San Diego Air Pollution Control District:

CAL FIRE shall submit a NOTIFICATION OF ASBESTOS RENOVATION OR DEMOLITION OPERATIONS form to the San Diego Air Pollution Control District at least 30 days prior to demolition activities.

HAZ-2 Asbestos Demolition Requirements:

Demolition activities shall be performed under the direction of an Independent State Certified Asbestos Consultant with oversight performed by a State Certified Site Surveillance Technician. All materials shall be disposed of at an approved facility licensed to handle such waste.

HAZ-3 Lead-Containing Paint (LCP):

Contractors removing deteriorated LCP shall use personnel who have lead-related construction certification as supervisors or workers, as appropriate, from the California DPH

for LCP removal work. Contractors shall inform the landfill of the contractor's intent to dispose of hazardous waste.

HAZ-3 Notification to Contractors and Building Occupants:

In accordance with OSHA Construction Asbestos Standards, CAL FIRE shall notify the following persons of the presence, location and quantity of asbestos or material presumed to contain asbestos at any concentration, at the work sites in their buildings and facilities:

1. Prospective contractors applying or bidding for work whose employees reasonably can be expected to work in or adjacent to areas containing such material;
2. Employees who will work in or adjacent to areas containing such material;
3. All employers of employees who will be performing work within or adjacent to areas containing such materials; and
4. CAL FIRE staff who occupy areas containing such material or will be overseeing work conducted onsite.

HAZ-4 OSHA Pre-job Notification:

In accordance with California Code of Regulations (CCR), Title 8, Section 1532.1(e), the contractor shall provide a written Pre-job Notification to the nearest Cal/OSHA office within 24 hours of the start of work.

HAZ-5 Universal Waste:

In accordance with California's Universal Waste Rule (CCR, Title 22, Division 4.5, Chapter 23) and DTSC, the following shall be implemented:

1. Fluorescent light tubes shall be removed and managed for recycling.
2. Light ballasts that are unlabeled, or lacking a "No PCB's" designation on their labels, shall be removed from the light fixtures and managed as a hazardous waste.
3. Fuels and other highly flammable materials (solvents, paints, etc.) shall be stored in approved combustible storage cabinets.
4. Storage drums shall be stored on secondary (spill) containment pallets with spill kits (e.g. absorbent, berms, wipes, etc.) readily accessible in drum and fuel storage areas.
5. Removal of universal wastes or suspect hazardous materials from the project site for recycling or disposal shall be conducted by contractors licensed to handle, transport, and/or dispose of universal wastes and hazardous wastes.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Hazardous materials, such as diesel fuel and oil, would be used during demolition, construction and operation and maintenance at the project site. The release of any hazardous substance to the environment would be prevented through the implementation of BMPs listed in the SWPPP and the mitigation measures identified in item (a) above. This impact would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is not located within one-quarter mile of an existing or proposed school. The nearest schools is an All Tribes charter school located approximately a mile south of the site and Pauma Valley Elementary School located approximately three miles to the northwest. No impact would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Cortese List was reviewed and included searches of the EnviroStor database maintained by DTSC, the GeoTracker database maintained by State Water Resources Control Board, and listings maintained by CalEPA. The nearest occurrence of such a site is a leaking underground storage tank cleanup site that was completed and closed located approximately one mile away to the east. The site is not listed on a list of hazardous materials sites and would not create a significant hazard to the public or the environment. No impact would occur.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project is not located within an airport land use plan or within two miles of a public airport or public use airport. The closest airport is the Pauma Valley Air Park (private) located approximately 3 miles northwest of the project site. No impact would occur.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As indicated in item (e), the nearest private airport is the Pauma Valley Air Park, located approximately 3 miles northwest of the project site. No impact would occur.

g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

San Diego County approved their updated County Emergency Operations Plan in September 2014. The plan does not identify the project area as a problem area for emergency response or evacuations. All construction activities would occur onsite, other **than** construction traffic that would use Highway 76 to deliver construction materials. The amount of traffic generated would not be substantial in nature (see **Traffic and Transportation**), and access to and from the area can be accomplished via Valley Center Road to the south and Interstate 15 to the west. No impact would occur.

h) Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The proposed project is located in a high fire hazard severity zone. However, CAL FIRE would adhere to all San Diego County General Plan Fire Hazard Policies and Standards. In addition, CAL FIRE will implement fire safe standards that they require of the public. The Rincon FS was built to protect the public and structures from fire events and CAL FIRE staff are trained in responding to wildland fires. A less than significant impact would occur.

HYDROLOGY AND WATER QUALITY

Environmental Setting

The San Diego County Water Authority (SDCWA) includes 24 agencies that provide reliable water supply to the residents in San Diego County. The member agencies are comprised of six cities, five water districts, three irrigation districts, eight municipal districts one public utility district and one federal agency. The Water Authority's primary purpose is to provide wholesale water to its member agencies for domestic, municipal, and agricultural uses.

The proposed project is served by the Yuima Municipal Water District, although in the past used ground water for its water needs.

Surface Water

The project site is within the San Luis Rey watershed that is located in the northern portion of San Diego County. The watershed is bounded by the Santa Margarita River Watershed to the north, and the Carlsbad and San Dieguito River Watersheds to the south. Over 54 percent of the land in the watershed is undeveloped, followed by residential (15 percent), agricultural (14 percent), and other land uses making up the balance.

San Luis Rey River Watershed Management Area (WMA) consists of 359,887 acres and is the third largest of the watersheds entirely or partially within the County of San Diego. It is located along the northern border of the County and includes unincorporated planning areas of Bonsall, Desert, Fallbrook, North County Metro, Palomar/North Mountain, Pala-Pauma, Pendleton/De Luz, Rainbow, and Valley Center. The project site lies within the Pala-Pauma planning area. Annual precipitation in this WMA is heavier than in other areas, ranging from less than 12 inches near the ocean to 30 inches near Palomar Mountain.

The San Luis Rey watershed is within the San Diego Hydrologic Region (SDHR) and consists of three Hydrologic Areas (HA): Lower San Luis, Monserate, and Warner Valley. The San Luis Rey Watershed contains two major water bodies, Lake Henshaw and San Luis Rey River. The San Luis Rey River discharges into the ocean near the City of Oceanside.

Groundwater and surface waters in the upstream portion of the San Luis Rey Watershed are an important local supply source for the Vista Irrigation District, City of Escondido, Pala-Pauma communities, and local Indian Tribes. However, several large water agencies within the watershed are virtually 100% reliant on the availability of imported water.

Major impacts to the San Luis Rey River WMA include surface water quality degradation, habitat loss, invasive species, and channel bed erosion. Constituents of concern (COCs) in the lower portion of the San Luis Rey River include chloride and total dissolved solids (TDS).

Groundwater Hydrology

The County has three general categories of aquifers, alluvial and sedimentary aquifers, and desert basin aquifers. The project site obtains groundwater from an alluvial and sedimentary aquifer. Sediments in these aquifers are composed of mostly consolidated (defined as sedimentary rock) or unconsolidated (defined as alluvium or colluvium) gravel, sand, silt, and clay. Most of these aquifers have relatively high hydraulic conductivity, porosity, and storage and in general would be considered good aquifers based on their hydrogeologic characteristics.

Groundwater basins underlying the San Luis Rey Watershed, from east to west, Warner Valley, Pauma, Pala, Bonsall, Moosa, and Mission Bands. Major recharge areas within the basins include the San Luis Rey River and its tributaries and runoff infiltration.

Water Quality

Water quality concerns in the San Luis Rey River WMA include surface water quality degradation, habitat loss, invasive species, and channel bed erosion. Three water bodies in the San Luis Rey WMA have been placed on the Clean Water Act (CWA) 303(d) list (water bodies that do not meet, or are not expected to meet, water quality standards). COCs for the WMA include bacterial indicators along the Pacific Coast Shoreline at the San Luis Rey River mouth, eutrophic conditions within Guajome Lake, chloride and total dissolved solids in the lower portion of the San Luis Rey River, and nitrogen in the upper portion. Potential sources of these contaminants are varied and include agriculture, livestock, domestic animals, urban runoff, and septic systems. A San Luis Rey River Watershed Management Area Water Quality Improvement Plan was approved by the San Diego RWQCB in September 2015 (revised March 2016), that identifies goals and strategies to address water quality concerns.

Regulatory setting

Clean Water Act

The Clean Water Act was amended in 1972 to prohibit discharge of pollutants to Waters of the U.S. from any point source unless it is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. In 1987, further amendments to the CWA added Section 402(p), established a framework for regulating municipal and industrial storm water discharges under the NPDES Program. In November 1990, the EPA finalized regulations establishing storm water permit requirements for specific industries. These regulations provide that storm water discharges to waters of the U.S. from construction projects with five or more acres of soil disturbance are prohibited unless the discharge is in compliance with the NPDES Permit. Further regulations (titled the Phase II Rule) which became final on December 8, 1999 lowered the permitting threshold from five acres to one acre.

While EPA regulations allow two permitting options for storm water discharges (Individual Permits and General Permits), the California State Water Resources Control Board (SWRCB) has elected to adopt only one statewide General Permit that applies to the majority of storm water discharges associated with construction activities. On August 19, 1999, the State Water Board reissued the General Construction Storm Water Board amended Order 99-08-DWQ to apply to sites as small as one acre (SWRCB 2010).

The latest General Construction Permit (Order No. 2009-0009-DWQ), which the proposed project would comply with, was adopted on September 2, 2009. Order No. 2009-0009 DWQ created several new significant changes including, formal training requirements, online permitting and SWPPP documentation upload, minimum BMPs, Numeric Action Levels for pH and turbidity, as well as monitoring based on project risk to sediment loss and threat to receiving waters (SWRCB 2010).

San Diego County Code

On May 8, 2013, the SDRWQCB adopted a new Municipal Stormwater Permit (National Pollution Discharge Elimination System Permit, No. R9-2013-0001) that covered the San Diego County Co-permittees. Order No. R9-2015-0001 was adopted on February 11, 2015, amending the Regional MS4 Permit to extend coverage to the Orange County Co-permittees. Order No. R9-2015-0100 was adopted on November 18, 2015, amending the Regional MS4 Permit to extend coverage to the Riverside County Co-permittees and make minor revisions. This Permit mandates that the County of San Diego develop new and updated Runoff Management Plans and Programs, including Water Quality Improvement Plans and a Jurisdictional Runoff Management Program. These documents were submitted to the Regional Board on June 26, 2015. Permit requirements are generally implemented in the unincorporated County under authority of the Watershed Protection, Stormwater Management, and Discharge Control Ordinance (WPO).

The amended MS4 Permit, like all previous iterations, requires the County to establish and maintain adequate legal authority to implement all updated MS4 Permit provisions. The WPO has been amended to ensure that it is current with the minimum requirements of the recently amended MS4 Permit. The amendments include updating terminology and definitions related to land development priority development projects, removal of outdated sections, minor updates to discharge prohibitions, and the incorporation of an optional program to allow development projects to satisfy some of its stormwater compliance obligations at off-site locations.

On January 27, 2016, the County Board of Supervisor's adopted the (WPO). The WPO became effective February 26, 2016.

Discussion

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

During project construction, water quality impacts and discharge could occur during storm events if proper controls are not implemented. Loose soils, chemical and fuel spills from vehicles, and equipment or miscellaneous construction materials and debris could be transported off-site in overland flow, degrading surface and groundwater quality. During a heavy rainfall, runoff from construction areas could flow off-site and reach nearby surface water drainage facilities. The proposed project is subject to the State Water Resources Control Board and the statewide NPDES stormwater permit for construction. Specifically, CAL FIRE will submit a SWPPP to the SDRWQCB that will identify BMPs to prevent construction pollutants and products from violating any water quality standard or waste discharge requirements.

In addition to construction related BMPs, CAL FIRE will design and construct a post-construction storm water conveyance system pursuant to Federal, State, and County standards. A Stormwater Quality Management Plan (SWQMP) will be submitted for approval that identify onsite BMPs per all applicable regulations.

Although CAL FIRE does not need to obtain any discretionary permits from San Diego County, the County Codes related to water quality standards and waste discharge requirements would be adhered to through the SDRWQCB process. The proposed project includes the installation of a new stormwater collection system and a drainage plan would be designed by a registered civil engineer to safely manage the conveyance of stormwater runoff.

Implementation of best management practices required as part of the SWPPP and SWQMP would ensure that the proposed project would not create or contribute to any water quality violation. A less than significant impact would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project is replacing an existing facility that receives potable water from the Yuima Municipal Water District. The water supply connection that runs along the frontage of

the parcel will remain and continue to serve the Rincon FS. No impact would occur to groundwater.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial on- or off-site erosion or siltation?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The proposed project would require grading and an additional paved area. This new pavement would cause a slight increase in impervious surfaces compared to the existing ground conditions of compacted dirt, gravel and paving. The proposed project includes the installation of a permanent drainage system with erosion and sedimentation control features. In addition, a SWPPP and a SWPCP would be required and would provide BMPs to be incorporated during project construction and post-construction to prevent future erosion and siltation. Implementation of proper temporary and long-term post construction erosion and sediment control BMPs and installation of retaining walls would minimize potential erosion or siltation on, or off-site, during and following construction.

There are no streams or rivers that transect the project site and the project would not alter the natural course of drainage on-site due to grading, paving, and placement of structures. The nearest watercourse is Yuima Creek, which is located approximately 75 feet to the southeast. Potrero Creek is located further to the southeast at approximately 1,066 feet. Both creeks are tributaries to the San Luis Rey River.

Implementation of proper temporary and long-term erosion and sediment control BMPs would minimize potential erosion or siltation on or off-site. A less than significant impact would occur.

d) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in on- or off-site flooding?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

As indicated in item (c) above, the project would increase impervious surfaces onsite compared to the existing ground conditions of compacted dirt, gravel, and paving. The proposed project's drainage plan would be designed by a registered civil engineer to safely retain, detain, and/or convey stormwater runoff.

Implementation of BMPs during construction would ensure that flooding would not occur on- or off-site. A less than significant impact would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

As mentioned in items (c) and (d), the proposed project would slightly increase the amount of impervious surfaces on-site and would increase the amount of runoff from the project site. Implementation of BMPs and the installation of on-site drainage infrastructure (stormwater collection system) would increase the site's capacity to control runoff. A less than significant impact would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Would the project otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The proposed project would adhere to all state, federal and local regulations regarding water quality and would prevent discharge of any materials or substances that may degrade water quality. Adherence to the NPDES requirements as part of the permit obtained from the RWQCB would control any polluted sources of water that would have the potential to impact water quality.

Please also see **Hazards and Hazardous Materials** Environmental Checklist and Discussion regarding potential hazardous substances on-site. A less than significant impact would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project is not located within a 100-year flood hazard area and is not mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map or other flood delineation map. No impact would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
h) Would the project place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As indicated in item (g), the proposed project is not located within a 100-year flood hazard area. Therefore, no structures would impede or redirect flood flows. No impact would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Would the project expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Lake Henshaw Regional Dam is located approximately 15 miles upstream of the site. A review of the San Diego County Dam Inundation Hazards map indicates that the project site is not located within a mapped flood inundation zone associated with the Henshaw Dam. No impact would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
j) Would the project result in inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project is located approximately 30 miles away from the Pacific Ocean at an elevation of approximately 1,000 feet. The project site is located within a valley that is surrounded by foothills which gives way to Palomar Mountain that lies approximately five miles northeast of the site. The nearest foothills begin approximately a half mile to the north. These foothills are covered with vegetation and are located far enough away that the project site would not be subject to mudflows.

Seiches are large waves generated in enclosed bodies of water in response to ground shaking. There are no large bodies of water adjacent to or up gradient of the site. The closest body of water is Lake Henshaw. A review of the San Diego County Dam Inundation Hazards map indicates that the project site is not located within a mapped flood inundation zone associated with Lake Henshaw (San Diego County, 2011). This, combined with the elevation of the site above the San Luis Rey River, indicates that the potential for flooding due to a seiche is considered low.

Therefore, the potential for inundation from a seiche, tsunami, or mudflow hazard area is very low. No impact would occur.

LAND USE AND PLANNING

Environmental Setting

The State of California and state-owned land are not subject to local city or county land use development permits. However, the state is subject to the requirement under CEQA to assess project-related impacts that may occur due to conflicts between existing and proposed land uses. The project was reviewed to determine consistency with San Diego’s County plans and policies.

The project site is designated as Public Agency Lands/Semi-Rural with one dwelling unit per 10 acres (SR-10) in the General Plan. The semi-rural land use category identifies areas of the county that are appropriate for lower-density residential neighborhoods, recreational areas, agriculture operations, and related commercial uses that support rural communities. The Public Agency land use designation identifies state parks, national forests and other public agency non-conservation lands. The zoning designation is identified as Rural Residential (RR) which is intended to apply to rural or semi-rural areas where large lots are desired and allow for agricultural uses, family or small farm areas, or large lot rural residential development.

Surrounding properties are designated as SR-10, Rural Lands with one dwelling unit per 40 acres (RL-40) or Rural Commercial and zoned the same as the project site, RR. The project site is approximately 2.75 acres and the surrounding parcels range in size from 2 to 41 acres.

Discussion

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project is located on a site that has been developed with a Fire Station since the late 1950s. The surrounding community is rural and agricultural in nature and the replacement of the Fire Station will not create a division within this community. No impact would occur as a result of the project.

b) Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As indicated, the project site is designated as Public Agency Lands/Semi-Rural with one dwelling unit per 10 acres (SR-10) in the County of San Diego's General Plan and zoned Rural Residential (RR). The project proposes to replace the current Fire Station with a modern facility within the property.

The Public Agency Lands allows for Fire Stations and the zoning of RR allows for essential services and fire protection services.

The public Fire Station is consistent with the general plan and zoning ordinance and will not conflict with the Public Agency/Semi-Rural land designation or the RR zoning. No impact would occur.

c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project is not located within an area that is included in a habitat conservation plan or natural community conservation plan. No impact would occur.

MINERAL RESOURCES

Environmental Setting

San Diego County's General Plan Environmental Impact Report (August 2011) identifies three important mineral resources in the county. These include:

- *Construction Materials* – These include aggregate, sand, gravel, and crushed rock.
- *Industrial and Chemical Mineral Materials* – These include limestone, dolomite, and marble, specialty sands, clays, phosphate, borates and gypsum, feldspar, talc, building stone and dimension stone.
- *Metallic and Rare Minerals* – These include precious metals (silver, platinum), iron and other ferro-alloy metals, copper, lead, zinc, gemstones and semi-precious materials, and optical-grade calcite.

As of 2009, there were 18 mines that were active within the county. Several semiprecious, diamond and quartz mineral resources have been identified in the Pala/Pauma subregion. The nearest active gem mine is located approximately ten miles northwest of the project site in the town of Pala (Oceanview Gem Mine and Pala Chief Mine).

The Surface Mining and Reclamation Act of 1975 requires the identification and classification of mineral resources in areas within the state that are subject to urban development or other land uses that could otherwise prevent the extraction of important mineral resources. These Mineral Resource Zones (MRZs) are classified by the State Geologist by analyzing associated geologic and economic factors. There are four general classifications based upon the State Geologist's determination of identified mineral resource significance. The four classifications are as follows:

- MRZ-1:** Areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- MRZ-2:** Areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence.
- MRZ-3:** Areas containing mineral deposits the significance of which cannot be evaluated from available data.
- MRZ-4:** Areas where available information is inadequate for assignment to any other MRZ.

The San Diego General Plan indicates that the area surrounding the project site falls within the MRZ-2 category and the resources includes semiprecious, diamond and quartz.

Discussion

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is not designated or zoned as mining resources and has never been mined. The project site is not located within any of the areas that have been mapped by the California Department of Conservation, and no known mineral resources occur onsite. The nearest active mines, Oceanview Gem Mine and Pala Chief Mine, is approximately ten miles northwest of the project site. No impacts would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is not designated in the San Diego County General Plan, or other land use plan, as having locally important mineral resources. No impact would occur.

NOISE

Environmental Setting

The proposed project would replace a currently active fire station and does not propose a change in operations. The Rincon FS is located on SR-76 in an agricultural area in San Diego County. The closest residence to the site is approximately a quarter mile north of the project. The proposed project is bordered by active agricultural operations on all sides.

Noise is considered a subjective reaction and is a sound that is loud, unpleasant, unexpected or undesired. Noise is measured in A-weighted decibels, abbreviated dBA, which is an expression of the relative loudness of sounds in air as perceived by the human ear. The decibel is the unit used to measure the intensity of a sound. The A-weighted sound level has become the standard tool to measure environmental noise.

The noise for an area is described as ambient noise level and includes the noise level associated with a particular environment. A common way to measure the ambient noise level is the average, or equivalent, sound level (Leq), which corresponds to a steady-state A weighted sound level containing the same total energy as a time varying signal over a given time period (usually one hour).

The day-night average level (Ldn) is based upon the average noise level over a 24-hour day, with a +10-decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The additional decibels are added during the nighttime as people are more sensitive to nighttime noise exposures.

The existing ambient noise environment in the vicinity of the project site is characterized as agricultural operations and highway (SR-76). The agricultural operations that generate the highest sound levels are chainsaws, crop dusting aircraft, and tractors. Most agricultural noise in the unincorporated county comes from horticultural and agricultural processing operations. According to San Diego County's General Plan, typical ambient noise levels associated with agricultural operations range from 44 to 68 dBA and 70 dBA for highway uses.

San Diego Cruz County General Plan Noise Element

The proposed General Plan Update Noise Element contains several goals and policies that would reduce noise impacts from construction, temporary, and/or nuisance noise. The following pertain to the proposed project.

GOAL N-6

Temporary and/or Nuisance Noise. Minimal effects of intermittent, short-term, or other nuisance noise sources to noise sensitive land uses.

Policies

N-6.1 Noise Regulations. Develop and regularly update codes and ordinances as necessary to regulate impacts from point, intermittent, and other disruptive noise sources.

N-6.2 Recurring Intermittent Noise. Minimize impacts from noise in areas where recurring intermittent noise may not exceed specified noise standards, but can have other adverse effects.

N-6.3 High-Noise Equipment. Require development to limit the frequency of use of motorized landscaping equipment, parking lot sweepers, and other high-noise equipment if their activity will result in noise that affects residential zones.

N-6.4 Hours of Construction. Require development to limit the hours of operation as appropriate for non-emergency construction and maintenance, trash collection, and parking lot sweeper activity near noise sensitive land uses.

N-6.5 Special Events. Schedule special events sponsored by the County that may generate excessive noise levels to daytime hours when feasible.

N-6.6 Code Enforcement. Provide sufficient resources within the County for effective enforcement of County codes and ordinances.

Discussion

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project create exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

During the construction of the proposed project, noise from construction activities would add to the noise environment in the immediate vicinity around the project site. Activities involved in construction would generate maximum noise levels, as indicated in Table 8, ranging from 76 to 89 dBA at a distance of 50 feet.

Table 8. Construction Equipment Noise

Type of Equipment	Maximum Level, dBA at 50 feet from source
Air Compressor	81
Backhoe	80
Compactor	82
Concrete Mixer	85
Crane, Derrick	88
Dozer	85
Dump Truck	76
Excavator	81
Grader	85
Jack Hammer	88
Loader	85
Paver	89
Roller	80
Trencher	81
Scraper	89
Truck	88

Source: Construction Noise Handbook, U.S. Department of Transportation, Federal Highway Administration and EPA 1971.

During construction activities noise would also be generated by increased truck traffic on area roadways. Additional noise would be generated by the transport of heavy materials and equipment to and from the construction site.

Based on the County of San Diego Guidelines for Determining Significance, the proposed County General Plan Update would be considered to have a significant impact if it would result in a substantial temporary or periodic increase in ambient noise levels during construction which, together with noise from all sources, would exceed the standards listed in San Diego County Code Sections 36.408 and 36.409, Construction Equipment. Sections 36.408 and 36.409 state that, except for emergency work, it shall be unlawful for any person to operate or cause to be operated, construction equipment:

- a) Between the hours of 7:00 p.m. and 7:00 a.m.
- b) On a Sunday or a holiday. For the purposes of this section a holiday means January 1st, the last Monday in May, July 4th, the first Monday in September, December 25th and any day appointed by the President as a special national holiday or the Governor of the State as a special State holiday. A person may, however, operate construction equipment on a Sunday or holiday between the hours of 10:00 a.m. and 5:00 p.m. at the person's residence or for the purpose of constructing a residence for himself or herself, provided that the operation of construction equipment is not carried out for financial consideration or other consideration of any kind and does not violate the limitations in sections 36.409 and 36.410.

- c) That exceeds an average sound level of 75 decibels for an eight-hour period, between 7:00 a.m. and 7:00 p.m., when measured at the boundary line of the property where the noise source is located or on any occupied property where the noise is being received.

The operational noise levels will not change from the current conditions. The existing ambient noise in the area varies from 44 – 68 dBA due to agricultural operations. Additionally, the adjacent highway can generate noise levels of 70 dBA. There are no residential uses near the proposed project that could be impacted by the temporary construction activities and all work would be conducted between 7:00 a.m. and 7:00 p.m.

The noise increase during construction would be of short duration, would occur during daytime hours and would not exceed noise standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards. Impacts are less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Would the project create exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Some types of construction equipment can produce vibration levels that can cause architectural damage to structures and be annoying to nearby sensitive receptors. Vibration levels generated during construction of the proposed project would vary during the construction period, depending upon the construction activity and the types of construction equipment used. Groundborne vibration is measured in peak particle velocity (PPV).

The nearest residence is approximately a quarter of a mile north and would not be impacted by any vibrations produced by construction equipment. No impact would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Would the project create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project is replacing a current operational fire station. The noise levels would remain the same as operational characteristics would not change. No impact would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Would the project create a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Demolition and construction of the new fire station would result in a temporary increase in the ambient noise levels in the project vicinity. However, as discussed in item (a), construction would be temporary and only occur during the allowed daytime hours indicated in the county general plan. Impacts are less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project is not located within an airport land use plan or within two miles of a public airport or public use airport. The closest airport is the Pauma Valley Air Park (private) located approximately 3 miles northwest of the project site. No impact would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The closest private airstrip is the is the Pauma Valley Air Park, located approximately 3 miles to the northwest. The project would not expose people residing or working the project area to excessive noise levels. No impact would occur.

POPULATION AND HOUSING

Environmental Setting

The proposed project is located at 16971 SR-76 within an area that is predominately active agricultural with scattered rural residential development. The nearest residence is located on Rincon Springs Road, approximately a quarter mile north of the project site. The Yuima Municipal Water District is located approximately a quarter of a mile to the northeast and Lazy H Ranch

motel is located approximately 0.30 miles to the west. All other surrounding land uses are in active agricultural production or serve as nurseries.

Discussion

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project does not propose any new homes or businesses or change the existing capacity of the Rincon FS. The current maximum staffing levels for the two-engine fire station during normal staffing situations include one captain, one battalion chief, and two to three firefighters, for a total of four to six onsite during some shifts. During a fire incident, maximum staffing levels would be two to three fire captains, one battalion chief, and six fire firefighters for a total of eight to ten personnel. The replacement station would retain this staffing level and no new employees would be hired.

The proposed project will be built to support existing uses onsite. No new homes, road extensions or other infrastructure are included as a part of the project that would induce population growth. No impact would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Would the project displace substantial numbers of existing homes, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project would replace an existing facility that is located on state property within an agricultural area. Project construction activities will occur onsite and would not extend beyond the property boundaries. The proposed project will not displace existing homes and no impact would occur as a result of project implementation.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As indicated in item (b), the proposed project will replace existing facilities onsite and no other project features will occur offsite that would displace people living in the area. No impact would occur.

PUBLIC SERVICES

Environmental Setting

Within the unincorporated region's in San Diego County emergency services, fire and emergency medical services are provided by Fire Protection Districts (FPD), County Service Areas (CSA), and CAL FIRE.

San Diego Fire Protection

The San Diego Rural FPD consolidated 13 East County volunteer fire departments. They operate fourteen stations, of which three are full-time paid and eleven are volunteer staffed. The District, under a cooperative fire protection agreement with CAL FIRE, protects an area of approximately 720 square miles and provides emergency medical services, structural fire protection, and rescue services. Paramedic ambulance transport is provided by the Grossmont Health Care District II.

CAL FIRE is responsible for wildland fire protection on 1.2 million acres of State Responsibility Area within San Diego county. CAL FIRE is responsible for fire response services within over 50 percent of the unincorporated County's total land area, and provides watershed and fire protection on approximately 2,200 square miles of land. Within the County, CAL FIRE operates 18 stations, including one air attack base in Ramona. CAL FIRE will respond to structural and vehicular fires and medical emergencies when requested by another fire agency or when these fires threaten to spread to wildlands.

Yuima Municipal Water District

Since 1971, the water district has contracted under their Joint Powers Authority with CAL FIRE to provide fire protection services to the community of Pauma Valley. Under a contractual agreement known as an Amador Plan to provide fire protection services during the winter months when CAL FIRE's Rincon Station would otherwise be closed, Pauma Valley now has year-round fire protection services. Under a contract with San Diego County, a higher level of service is provided by CAL FIRE with the county paying the cost for the higher service level. The Rincon FS is located within the Yuima Municipal Water District (YMWD), which covers 13,460 acres.

Police Protection

The San Diego County Sheriff's Department (SDSD) is the chief law enforcement agency in San Diego County. It has a service area of approximately 4,200 square miles and serves a population of over 870,000 people. Approximately 448,700 of these residents are located in the unincorporated areas of San Diego County. The unincorporated county relies on California Highway Patrol officers for traffic enforcement on highways and local roads.

The Valley Center Substation, located approximately four miles to the south, provides law enforcement services to the proposed project area, which consists of over 25,000 residents and an area encompassing 330 square miles. The service area includes the communities of Pala, Pauma and Rincon Valleys, and Palomar Mountain. The Valley Center Substation also provides law enforcement for La Jolla, Pala, Pauma, Rincon, and San Pasqual Indian reservations including four casinos that are located on the reservations.

Response Times

Calls are assigned a priority based on the nature of the incident and the level of urgency. Priority 1 is considered the highest priority and includes officer assistance and/or vehicular pursuit calls. Priority 2 calls include injured persons, robbery in progress, bomb threats, carjacking, rape, and stolen vehicles. Priority 3 calls include assaults, prowlers, disturbances, tampering with vehicles, and burglary alarms. Finally, Priority 4 calls are the lowest priority calls and include security checks, animal noise disturbances, traffic stops, harassing phone calls, illegal dumping, and abandoned vehicles. Response times are used as guidelines to measure adequate levels of service.

According to San Diego's General Plan, response times for command areas within the unincorporated county was approximately 30 minutes while the average response time for priority calls within the unincorporated area was approximately 16 minutes. Response times vary greatly between command areas. Typically, response times in urbanized or built-out areas are lower than in areas that are rural, and characterized by spaced or scattered development patterns. Response times vary greatly across the areas served based on geography and population density.

Public Schools

Thirty-seven unified, elementary, and high school districts provide service to the residents of the unincorporated San Diego County. The Valley Center Pauma Unified School District serves the proposed project area. The district consists of eight schools and serves 4,200 students from pre-kindergarten to 12th grade and covers approximately 300 square miles. The nearest school to the project site is Pauma School (Transitional Kindergarten through eighth grade) located approximately three miles to the northwest that has an enrollment of 220 students. All the other schools within the school district are located in the Valley Center area southwest of the project site.

Parks

The two closest parks are Palomar County Park (approximately 6 miles northeast) and Wilderness Gardens Park (approximately 6 miles northwest). Palomar County Park is four acres in size and contains picnic tables and vault restrooms. Wilderness Gardens Preserve consists of 737 acres providing four miles of multi-use trails, picnic area, and restrooms.

San Diego County Library

San Diego County Library (SDCL) system serves over one million residents in the County's unincorporated communities of: 4S Ranch, Alpine, Bonita, Borrego Springs, Campo, Casa de Oro, Crest, Descanso, Fallbrook, Jacumba, Julian, Lakeside, Lincoln Acres, Pine Valley, Potrero, Rancho San Diego, Ranch Santa Fe, Spring Valley, and Valley Center. Incorporated cities served by the SDCL system include Del Mar, El Cajon/Fletcher Hills, Encinitas/Cardiff, Imperial Beach, La Mesa, Lemon Grove, Poway, San Marcos, Santee, Solana Beach and Vista. The nearest library within the proposed project area is located in Valley Center approximately seven miles to the southwest.

Discussion

- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Fire protection?

☐☐☐☒

Police protection?

Schools?

Parks?

Other Public Facilities?

Fire protection?

As indicated in the environmental setting, the proposed project lies within the Yuima Municipal Water District that covers 13,460 acres. CAL FIRE provides this region with fire protection. The replacement of the Rincon FS will enhance these services and would not create a need for additional fire protection resulting in new facilities that would create adverse environmental impacts. No impacts would occur as a result of the proposed project.

Police protection?

The San Diego County Sheriff's Valley Center Substation provides police protection services to the area. The office is located approximately four miles south of the project site at 28201 N. Lake Wohlford Road in Valley Center. CAL FIRE personnel are onsite year-round and provide their own security protection measures working closely with law enforcement. The proposed project would not require the need for additional police protection that would result in new facilities that would cause environmental impacts. No impacts would occur.

Schools?

The Valley Center Pauma Unified School District serves the proposed project area. The proposed project replaces an existing facility and will not result in additional staff. The project would not require new or altered schools or related facilities. No impact would occur.

Parks?

The proposed project would not create additional demand on any nearby parks. The replacement of the existing Rincon FS will not add additional employees that would require new or altered park facilities. No impact would occur.

Libraries and other public facilities?

The Rincon FS replacement project will not create additional demand for public facilities within the area. The project would replace an existing use and will not add additional population to the area. No impact would occur.

RECREATION

Environmental Setting

The proposed project is situated in an agricultural area within a valley. The nearest county recreational facilities are Palomar County Park (approximately 6 miles northeast) and Wilderness Gardens Park (approximately 6 miles northwest). Palomar County Park is four acres in size and contains picnic tables and vault restrooms. Wilderness Gardens Preserve consists of 737 acres providing four miles of multi-use trails, a picnic area, and restrooms.

Palomar Mountain State Park is located approximately five miles northeast and Cleveland National Forest is located approximately 10 miles east of the project site. Palomar Mountain State Park consists of 1,892 acres and provides camping, hiking, and fishing recreational opportunities. Cleveland National Forest comprises 460,000 acres and provides recreational opportunities such as mountain biking, hiking, camping, fishing, and picnic areas.

Discussion

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project consists of demolition and replacement of an existing fire station. The new facility will have the same capacity and will not increase the current staffing levels. The proposed project will not add residential uses or other activities that would increase the use of existing neighborhood or regional parks or other recreational facilities. No impact would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Would the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project does not include recreational facilities or require the construction or expansion of recreational facilities. The proposed project is demolishing and replacing an existing fire station and will not add additional staff or residential uses that would increase population. No impact would occur.

TRANSPORTATION/TRAFFIC

Environmental Setting

The Rincon FS is located at 16971 SR-76 in San Diego County. According to the Caltrans Transportation Concept Report for State Route 76, the roadway goes through the City of Oceanside and the unincorporated communities of Bonsall, Fallbrook, Pala, Pauma Valley, Rincon, and Lake Henshaw, serving outlying rural communities and a number of Indian Reservations. The primary purpose of SR-76 is to provide for east-west movement of commuter, regional, and recreational traffic. The eastern portion of SR-76 between Interstate 15 (I-15) and State Route 79 (SR-79) is primarily a two-lane rural undivided roadway with one lane of travel in each direction providing access to the rural communities, the Indian Reservations, as well as mountain and desert recreational travelers.

A Traffic Impact Study (TIS) was prepared for the proposed project by VRPA Technologies, Inc. (May 11, 2017). The purpose of the assessment was to collect information on potential traffic impacts that could occur with the implementation of the proposed project.

Regulatory Background

The County of San Diego General Plan includes policies that are applicable to circulation and transportation. Policy M-2.1 Level of Service Criteria, require development projects to provide associated road improvements necessary to achieve a level of service of “D” or higher on all Mobility Element roads except for those where a failing level of service has been accepted by the County using certain criteria.

When development is proposed on roads where a failing level of service has been accepted, require feasible mitigation in the form of road improvements or a fair share contribution to a road improvement program, consistent with the Mobility Element road network.

Existing Roadway Network

The project site is located at 16971 SR-76. SR-76 is a two-lane paved roadway with an Average Daily Traffic (ADT) of approximately 7,300. SR-76 varies in classification in San Diego County, from a two-lane highway, to a four-lane collector, to a four-lane major roadway. SR-76 is identified

as a rural minor two-lane collector roadway at the project site in the Pala-Pauma Community Plan area.

Traffic Impact Analysis Methodology

Since the project is located along a State Highway (SR-76), this transportation impact analysis was conducted using Caltrans' Guide for the Preparation of Traffic Impact Studies (State of California, Department of Transportation, 2002).

Existing Traffic Operations and Level of Service

Site distance was determined to be adequate at the current driveway. The portion along the project frontage is identified as Segment 8 per the California Department of Transportation, and operates at a Level of Service (LOS) of D (minimal delays) with an ultimate concept of LOS C.

The average annual daily traffic (AADT) volume on SR-76 at the project site was calculated for the year 2012 was 5,250 vehicles per day with a projected AADT of 6,600 in the year 2040.

Cumulative Impacts

The extent to which the proposed project contributes to cumulative traffic impacts has been evaluated based on long term future traffic conditions. According to San Diego's General Plan EIR, many of the state highways within the unincorporated portion of the county would operate at a deficient LOS under cumulative conditions.

Discussion

a) Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

As indicated in the environmental setting, the daily traffic volume is 5,250 vehicles per day. This results in a LOS D during peak traffic hour. Additionally, according to the SR-76 East Corridor Study (Caltrans, March 2007) all unsignalized intersections operate at LOS C or better during the AM/PM commuter peak hours.

The proposed project would not change site occupancy and will not increase the volume of traffic on SR-76 after construction is completed. The project could add 10 to 20 construction generated trips to SR-76 during typical commute hours. Although this may represent a 1 to 2% increase from the current volume, the resulting traffic volume would still be indicative of LOS D conditions. This would result in a less than significant impact.

b) Would the project conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

See discussion for item (a). The proposed project would generate some traffic during construction, but will not lower the current LOS D conditions. The proposed project would not increase vehicle trips during operations as the capacity of the facility will not change.

Cumulative Traffic Conditions

Although many roads, including SR-76, would operate at deficient levels (LOS E or F), the proposed project would not add additional traffic. The construction traffic generated by the proposed project is short-term and would not contribute to cumulative impacts.

Because the regular operation of the project will not generate more traffic that currently occurs, the project will not increase the traffic volume anticipated on SR-76 in the future. Thus, the project's cumulative traffic impact is less than significant.

c) Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As indicated in the Hazards and Hazardous Materials section discussion item (e), the project site is not located within an airport land use plan and there are no airports within three miles of the project site. The closest airport is the Pauma Valley Air Park (private) located approximately 3 miles northwest of the project site. There will not be an increase in operational vehicle trips as the project is not increasing capacity. No changes to air traffic patterns would occur. No impact would occur.

d) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The proposed project would slightly re-configure the driveways onsite. The two driveways are located approximately 60 feet apart (centerline to centerline) and they would be considered to operate as a single un-signalized intersection. The operation of the new driveways are

considered to be a slight improvement compared to the current project site access, which includes two two-way driveways in close proximity. As part of the driveway improvements, CAL FIRE would obtain proper encroachment permits from Caltrans. Impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Would the project result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Fire Station is an operational facility and the reconfigured driveways will be designed according to applicable engineering standards for adequate ingress and egress in case of an emergency. No impact would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project would not conflict with public transportation programs, plans, or policies. The project would not result in alteration of any existing facilities nor interfere with construction of any future planning facilities that are intended to serve alternative modes of transportation. No impact would occur.

UTILITIES AND SERVICE SYSTEMS

Environmental Setting

The Rincon FS receives water supply from the YMWD. YMWD serves a service area of 13,460 acres. YMWD has four pump stations, approximately 43 miles of pipeline connected directly to MWD aqueducts, and 11 reservoirs (46 AF total capacity). Forty-two percent of the YMWD water supply is imported from SDCWA and 58 percent is derived from local groundwater sources, including deep-water wells and the San Luis Rey groundwater basin. YMWD provides 98 percent of its water service to agricultural land uses and the remaining two percent to residential land uses.

The Rincon FS is served by an onsite waste treatment system (OWTS).

There are seven active landfills in the San Diego region that serve residents, businesses, and military operations in both incorporated and unincorporated areas. These landfills include

Borrego, Miramar, Otay, Ramona, Sycamore, Las Pulgas, and San Onofre. The landfills currently operating in the County for public use are either privately owned and operated, or are operated by the City of San Diego. The Sycamore, Otay, Ramona, and Borrego landfills are owned and operated by a private company, Allied Waste Industries. Las Pulgas and San Onofre landfills are owned and operated by the U.S. Marine Corps (USMC), and the Miramar Landfill is owned and operated by the City of San Diego on leased U.S. Department of the Navy land. The USMC-operated landfills are not available for public disposal. At this time, there are two partially permitted new landfills located in the County, or contained therein. Seven transfer stations in the County assist with solid waste disposal services.

Discussion

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Rincon FS is currently using an OWTS septic system and all wastewater is treated on-site. The new station will include a new septic system and leach field. The proposed wastewater system will be reviewed and approved by San Diego County's Environmental Health Department. The permitting process requires percolation testing in order to ensure that the soil is capable of absorbing the waste. In addition, the new septic system will adhere to the SCRCB and San Diego RWQCB OWTS Policy. No impact would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As indicated in item (a), the proposed project includes the replacement of the site's existing sewer system and leach field. The new septic system will be constructed within the project site and will replace the current septic system. The current facility receives water from the YMWD and the new proposed fire station would continue to receive water from the district.

No other new water or wastewater treatment facilities would be constructed or expanded. No impact would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The proposed project includes the installation of a new storm water drainage system. The new storm water drainage system will disturb soils on-site. As required under the Clean Water Act, a SWPPP will be prepared to ensure that all applicable BMPs are implemented and to minimize the movement of sediment (see **Hydrology and Water Quality**). Impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The proposed project will continue to receive water supply from the YMWD. A new water tank for fire suppression will be constructed onsite and filled, but additional entitlements will be required as the proposed project will not increase capacity. Impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Would the project result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As indicated in item (a) and (b), the project would replace the existing septic system on-site. The new septic system would be subject to all applicable county and state requirements. No impact would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The demolition and removal of the existing facility will need to be disposed of in a landfill. The facilities contain hazardous materials consisting of asbestos, lead paint and universal waste (see Hazards and Hazardous Waste Section). The disposal of this type of waste will be handled by a treatment storage and disposal facility that is permitted and regulated by the California Department of Toxic Substances Control. This disposal of such waste will occur during demolition and will not be ongoing and the nearby landfills have sufficient capacity to receive waste from the demolition activities. Impacts would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Waste generated by the proposed project would comply with statutes and regulations related to solid waste. Please see **Hazards and Hazardous Materials** related to disposal of hazardous waste. No impact would occur.

MANDATORY FINDINGS OF SIGNIFICANCE

Discussion

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

With mitigation measures described in this initial study, the proposed project would not have a significant impact on fish and wildlife species or their habitat or eliminate important examples of major periods of California history or prehistory.

b) Would the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

A search of the CEQAnet Database and the San Diego County list of recent projects in the project area were reviewed.

Table 9. Current and Proposed Projects in the Project Area

Project Name	Type of Project	Location
Pala Casino and Spa Expansion Project	Casino Expansion	11154 SR-76, Pala
Asphalt overlay and ADA ramps	Roadway project	SR-76 west of Rincon FS

The area is rural in nature and the majority of uses surrounding the project site are agricultural in nature. The two projects listed, combined with the fire station replacement, would not create significant incremental effects.

None of the current or recent prior projects are located within the vicinity of the proposed project. Environmental factors that have been identified as potentially significant including Air Quality, Biological Resources, Cultural Resources, and Hazards and Hazardous Materials are limited to the project site and would not contribute substantially to cumulative effects. Impacts are short-term in nature and limited to the duration of construction-related activities and would not contribute to a permanent impact with regard to cumulative impacts.

Other environmental factors that have a potential to contribute to cumulative effects are air quality and greenhouse gases. Construction-related impacts would not exceed SDAPCD significance thresholds and long-term operational impacts would not change the amount of operational emissions over current conditions because the proposed project is replacing an existing facility with the same operational capacity within the existing air basin.

Implementation of mitigation measures listed in this initial study would reduce potentially adverse impacts to a less than significant level.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Would the project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Direct and indirect impacts to human beings would be less than significant with the implementation measures listed in this initial study.

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